



No. 42



18 OCTOBER 2003

UNITED STATES OF AMERICA

NOTICE TO MARINERS



Published Weekly by the
National Imagery and Mapping Agency

Prepared Jointly with the
National Ocean Service and U.S. Coast Guard

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**Visit the Maritime Safety Information Division website at
<http://pollux.nss.nima.mil/>**



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IMPORTANT INFORMATION

The Notice to Mariners is published by the National Imagery and Mapping Agency (NIMA), under the authority of Department of Defense Directive 5105.40, to advise mariners of important matters affecting navigational safety, including new hydrographic discoveries, changes in channels and navigational aids, etc. (U.S. Code Title 10, Sec. 442 and Title 44, Sec. 1336 refer). Nothing in the arrangement of information implies endorsement or acceptance by NIMA in matters affecting the status and boundaries of States and territories. The Notice to Mariners presents corrective information affecting charts, NIMA Hydrographic Products Catalog, Coast Pilots, Sailing Directions, Fleet Guides, USCG Light Lists, NIMA List of Lights, Radio Navigational Aids and other products produced by the National Imagery and Mapping Agency, National Ocean Service and U.S. Coast Guard.

Information for the Notice to Mariners is contributed by the following Agencies: National Imagery and Mapping Agency (NIMA) (Department of Defense) for waters outside the territorial limits of the United States; National Ocean Service (NOS) (Department of Commerce), which is charged with the surveys and charting of the coasts and harbors of the United States and its territories; the U.S. Coast Guard (USCG) (Department of Homeland Security), which is responsible for the safety of life at sea and the establishment and operation of aids to navigation; and the U.S. Army Corps of Engineers (Department of Defense), which is charged with the improvement of rivers and harbors of the United States. In addition, important contributions are made by foreign hydrographic offices and cooperating observers of all nationalities.

For further information concerning NIMA hydrographic products and services, including the Maritime Safety Information Website, users may contact:

<u>Name</u>	<u>Telephone</u>	<u>DSN</u>	<u>FAX</u>
Maritime Safety Information Division	301-227-5006	287-5006	301-227-5745
World-Wide Navigational Warning Service	301-227-3147	287-3147	301-227-3731
Fleet Liaison Officer	301-227-3120	287-3120	301-227-4211
Maritime Safety Information Website	301-227-3296	287-3296	301-227-4211
Notice to Mariners: Regions 1 and 2	301-227-3122	287-3122	301-227-3175
Notice to Mariners: Regions 3, 4, 5	301-227-3146	287-3146	301-227-3175
Notice to Mariners: Regions 6 thru 9	301-227-3146	287-3146	301-227-3175
Sailing Directions, Fleet Guides	301-227-3183	287-3183	301-227-3174
Navigation Science Publications	301-227-3120	287-3120	301-227-3731
Distribution Issues	301-227-7652	287-7652	301-227-4211

The Maritime Safety Information Website can be accessed directly at (<http://pollux.nss.nima.mil>). For your convenience NIMA provides three e-mail addresses. For information affecting Notice to Mariners use NavNotices@nima.mil, for information affecting Sailing Directions and all other navigational publications use SDPUBS@nima.mil, for information concerning the Maritime Safety Information Website, use webmaster_nss@nima.mil.

Mariners are requested to notify NIMA of discrepancies in charts and publications, using the Marine Information Report and Suggestion Sheet at the back of this Notice to Mariners. This form should also be used to report permanent changes, additions, or deletions from charted or published information. Reports which constitute an immediate hazard to navigation should be sent to the nearest NAVAREA Coordinator via coast radio stations. All reports are greatly appreciated. Marine Information Report and Suggestion sheets received during the past week were submitted by the following observers:

Observer	Ship/Organization
Captain Keith W. Schultz	M/V GEYSIR

Cover Photo: The USNS GUADALUPE (T-AO 200) is one of the Military Sealift Command's fourteen underway replenishment oilers and part of the 36 ships in the Naval Fleet Auxiliary Force (NFAF). NFAF ships are the lifeline to U.S. Navy ships at sea. By providing food, fuel, ammunition, spare parts and other supplies these ships enable our naval combatants to operate worldwide at the highest operational level possible. For years, the GUADALUPE has played a vital role in the resupply of the Navy's Seventh Fleet ships operating in the Pacific. The GUADALUPE is 677 feet in length, has a beam of 97 feet, a draft of 35 feet and is crewed by civil service mariners. *Photo of USNS GUADALUPE courtesy of Military Sealift Command, Public Affairs Office.*

INFORMATION
OF
SPECIAL INTEREST
OR
IMPORTANCE
TO
MARINERS

NM 42/03

HYDROGRAM

**National Imagery and Mapping Agency
Bethesda, MD 20816-5003**

SPECIAL
ANNOUNCEMENTS

NEW PRODUCTS
OR SERVICES

IMPORTANT
CHANGES

18 October 2003

NEW EDITION OF SUMMARY OF CORRECTIONS

SUMMARY OF CORRECTIONS FOR THE WORLD AND OCEAN BASIN CHARTS, U.S. COAST PILOTS, SAILING DIRECTIONS, FLEET GUIDES AND OTHER PUBLICATIONS, VOLUME 5, 2003 EDITION, IS READY FOR ISSUE. THIS EDITION IS PRODUCED BY NIMA IN DIGITAL FORMAT ONLY. SEE SECTIONS II AND III.

NEW EDITION OF LIST OF LIGHTS

PUB. 115, 2003 EDITION, LIST OF LIGHTS, RADIO AIDS AND FOG SIGNALS FOR NORWAY, ICELAND AND ARCTIC OCEAN, IS READY FOR ISSUE. SEE SECTIONS II AND III.

EXPLANATION OF CONTENTS

The Notice to Mariners contains corrective information affecting nautical charts, the NIMA Hydrographic Products Catalog, Coast Pilots, Sailing Directions, Fleet Guides, USCG Light Lists, NIMA List of Lights, Radio Navigational Aids and other related nautical publications. The information contained in these corrections is important to safe navigation. It is the user's responsibility to decide which of their charts and publications require correction. Consult the U.S. Coast Guard Local Notice to Mariners for information pertaining to waterways within the United States that are not normally used by oceangoing vessels. Because of the sometimes transitory nature of aids to navigation, depths and port information, local area sources should be consulted whenever possible. This publication is not required to be maintained intact. Portions may be separated for correction or attachment to an affected product. The Notice to Mariners is divided into the following sections:

Section I-1 contains corrections to nautical charts listed in numeric order by chart number. Each chart correction listed applies only to that particular chart. Related charts, if any, will have their own specific correction listed separately. Users should also refer to U.S. Chart 1 Nautical Chart Symbols, Abbreviations and Terms for additional information pertaining to the correcting of charts. The illustration below describes the elements that comprise a typical chart correction:



A chart correction preceded by:

★ indicates that it is based upon original U.S. source information.

T indicates that it is temporary in nature.

P indicates that it is preliminary, and that permanent corrective action will appear in a future Notice to Mariners.

The letter M immediately following the chart number indicates that the correction should be applied to the metric side of the chart only. The letter N is not a part of the chart number.

The letter N preceding the current Notice to Mariners number indicates that the affected chart is on Limited Distribution and is normally only for use by U.S. Navy, government-owned or -chartered vessels.

Courses and bearings are given in degrees true.

Light sectors are expressed in degrees true from the vessel TOWARD the light.

The visible range(s) listed for lights is normally the nominal range (the distance at which it can be seen in clear weather), expressed in nautical miles, except in the Great Lakes where it is expressed in statute miles.

The colors of structures and lights of navigational aids are abbreviated in accordance with Chart 1.

Section I-2* contains all chartlets, depth tabulations and notes associated with the chart corrections in Section I-1. Chartlets and depth tabulations supersede all previous information portrayed.

Section I-3 lists all NIMA and NOS charts which have been affected by Notice to Mariners and the notice numbers which have affected them since the date of the oldest Summary of Corrections or the chart's announcement, whichever is later.

Section II-1 is a weekly listing of corrections to the NIMA Hydrographic Products Catalog, including new charts and publications. It also contains the latest price category information.

Section II-2* contains corrections to navigation publications, including Sailing Directions, Coast Pilots, Fleet Guides, Radio Navigational Aids (Pub. 117), *The American Practical Navigator* and other related nautical publications.

Section II-3* lists weekly updates to the USCG Light Lists.

Section II-4* lists weekly updates to the NIMA List of Lights.

Section II-5 lists all NIMA, NOS and USCG navigation publications which have been affected by Notice to Mariners and the notice numbers which have affected them since the date of the publication's announcement.

Section III-1 lists the message number of all in-force Navigational Warnings, and the text of those warnings promulgated during the previous week. Notice to Mariners Nos. 13, 26 and 39 list a summary of all in-force Navigational Warnings for the preceding quarter. Notice to Mariners No. 52 lists a complete summary of all in-force Navigational Warnings.

Section III-2 contains miscellaneous information of particular interest to the maritime community.

*The left-hand pages of these sections are intentionally blank.

**SECTION I
CHART CORRECTIONS**

NM 42/03

<p>★11322 28Ed. 3/03 LAST NM 35/03 42/03 (Side B) Add Tabulation of controlling depths from Subsection I-2 (NOS)</p>	<p>★12264 28Ed. 7/02 LAST NM 7/03 42/03 Relocate Light "6" from 38°18'54"N 76°26'25"W to 38°18'56"N 76°26'26"W and delete legend "PA" (31/03 CG5)</p>
<p>11323 59Ed. 3/30/02 LAST NM 38/03 42/03 Add Tabulation of controlling depths from Subsection I-2 (NOS)</p>	<p>★12270 32Ed. 12/02 LAST NM 33/03 42/03 Relocate Light "16" from 38°57'00"N 76°32'45"W to 38°56'59"N 76°32'46"W and change visibility (range) to 2M (30/03 CG5)</p>
<p>★11324 32Ed. 3/16/02 LAST NM 38/03 42/03 Add Tabulation of controlling depths from Subsection I-2 (NOS)</p>	<p>★12284 15Ed. 3/15/97 LAST NM 7/03 42/03 Relocate Light "2" from 38°19'26.7"N 76°27'11.8"W to 38°19'27.2"N 76°27'11.5"W Light "5" from 38°18'33.8"N 76°25'05.9"W to 38°18'33.3"N 76°25'05.4"W and delete legend "PA" Beacon "2" from 38°19'04.2"N 76°26'42.2"W to 38°19'05.3"N 76°26'43.5"W and delete legend "PA" Light "3" from 38°19'34.2"N 76°27'05.8"W to 38°19'34.5"N 76°27'06.0"W and add visibility (range) 3M (31/03 CG5)</p>
<p>★11325 35Ed. 5/03 LAST NM 38/03 42/03 Add Tabulation of controlling depths from Subsection I-2 (NOS)</p>	<p>★12286 29Ed. 11/02 LAST NM 6/03 42/03 Relocate Light "6W" from 38°17'05"N 76°49'25"W to 38°17'05"N 76°49'23"W (31/03 CG5)</p>
<p>11327 30Ed. 5/26/01 LAST NM 38/03 42/03 Add Tabulation of controlling depths from Subsection I-2 (NOS)</p>	<p>★13246 37Ed. 6/03 LAST NM 36/03 42/03 Relocate Buoy "BD" from 42°08'15"N 69°53'36"W to 42°08'17"N 69°53'43"W (30/03 CG1)</p>
<p>★11328 22Ed. 6/2/01 LAST NM 36/03 42/03 Add Tabulation of controlling depths from Subsection I-2 (NOS)</p>	<p>13260 39Ed. 6/03 LAST NM 39/03 42/03 Delete WHIS from buoy "MP" 43°55.3'N 69°10.9'W Relocate Buoy "BD" from 42°08.3'N 69°53.5'W to 42°08.3'N 69°53.7'W (30, 31/03 CG1)</p>
<p>★11329 34Ed. 1/12/02 LAST NM 38/03 42/03 Add Tabulation of controlling depths from Subsection I-2 (NOS)</p>	<p>13263 7Ed. 4/24/99 LAST NM N39/03 N42/03 Delete WHIS from buoy "MP" 43°55.3'N 69°10.9'W Relocate Buoy "BD" from 42°08.3'N 69°53.6'W to 42°08.3'N 69°53.7'W (30, 31/03 CG1)</p>
<p>★11342 52Ed. 5/03 LAST NM 35/03 42/03 Change Characteristic of light "56" to Fl R 4s 29°54'05.8"N 93°53'55.9"W Add Tabulation of controlling depths from Subsection I-2 (NOS)</p>	<p>13264 103Ed. 1/7/95 LAST NM 39/03 42/03 Add Danger circle "Obstn rep (1997) (PA)" 45°10.5'N 66°05.6'W (7(4116)01 Ottawa)</p>
<p>11372 30Ed. 11/02 LAST NM 31/03 42/03 (Side B) Add Tabulation of controlling depths from Subsection I-2 (NOS)</p>	<p>13274 24Ed. 5/12/01 LAST NM 39/03 42/03 (Side B) Relocate Buoy "6" from 42°25'30"N 70°57'08"W to 42°25'48"N 70°56'56"W Buoy "4" from 42°25'24"N 70°57'10"W to 42°25'31"N 70°57'11"W Change Buoy to "10" R, Fl R 6s 42°26'05"N 70°56'43"W Buoy to "14" R, Fl R 4s 42°26'52"N 70°56'24"W Buoy to "17" G, Fl G 2.5s 42°27'14"N 70°56'37"W (31/03 CG1)</p>
<p>★11373 42Ed. 6/02 LAST NM 38/03 42/03 Add Tabulation of controlling depths from Subsection I-2 (NOS)</p>	<p>★13275 27Ed. 7/24/99 LAST NM 16/03 42/03 Relocate Buoy "6" from 42°25'30.5"N 70°57'08.6"W to 42°25'47.7"N 70°56'56.1"W Buoy "4" from 42°25'25.1"N 70°57'10.2"W to 42°25'30.7"N 70°57'10.9"W Change Buoy to "10" R, Fl R 6s 42°26'04.7"N 70°56'43.4"W Buoy to "14" R, Fl R 4s 42°26'52.0"N 70°56'25.0"W Buoy to "17" G, Fl G 2.5s 42°27'14.2"N 70°56'38.0"W (31/03 CG1)</p>
<p>★11389 32Ed. 10/13/01 LAST NM 32/03 42/03 Add Tabulation of controlling depths from Subsection I-2 (NOS)</p>	
<p>11393 20Ed. 11/3/01 LAST NM 35/03 42/03 (Side A) Add Tabulation of controlling depths from Subsection I-2 (NOS)</p>	
<p>12230 60Ed. 5/03 LAST NM 34/03 42/03 Relocate Light "6" from 38°18'54"N 76°26'25"W to 38°18'56"N 76°26'26"W (31/03 CG5)</p>	
<p>12263 52Ed. 6/03 LAST NM 35/03 42/03 Add Visibility (range) 2M to light "16" 38°56'58"N 76°32'44"W (30/03 CG5)</p>	

13288	40Ed. 2/2/02	LAST NM 29/03	42/03	14188	1Ed. 6/12/93	LAST NM 48/99	42/03
Add	Depth 52 feet	Obstn [K41] (PA) marked by buoy	43°36'30"N 70°11'10"W	Delete	Range lights (2), range line and in line 246°56'" between	legend "Lights 47°03'18.0"N 65°20'12.0"W 47°05'03.0"N 65°17'28.0"W"	
	(29/03 CG1)				(Can LL)		
13290	35Ed. 8/03	LAST NM 39/03	42/03	14189	2Ed. 1/21/95	LAST NM 36/03	42/03
Add	Depth 52 feet	Obstn [K41] (PA) marked by buoy	43°36'30"N 70°11'10"W	Change	Characteristic of buoy "M2" to QR	47°05'52.0"N 64°56'30.0"W	
	(29/03 CG1)				(6(4024)02 Ottawa)		
★13292	36Ed. 3/16/02	LAST NM 29/03	42/03	14190	2Ed. 1/14/95	LAST NM 37/03	42/03
Add	Depth 52 feet	Obstn [K41] (PA) marked by buoy	43°36'30"N 70°11'10"W	Delete	Buoy "DH"	46°27'30"N 64°08'52"W	
	(29/03 CG1)			Add	Buoy "DH 2" R, pillar, Fl R (7(4023, 4905)01 Ottawa)	46°27'09"N 64°07'44"W	
★13301	20Ed. 3/1/97	LAST NM 23/03	42/03	★14195	Ed. 8/1/96	NEW CHART (NIMA)	N42/03
Delete	WHIS from buoy "MP"	43°55'18"N 69°10'53"W					
	(31/03 CG1)			★14203	12Ed. 3/4/95	CHART CANCELED (NIMA)	42/03
13302	21Ed. 11/3/01	LAST NM 32/03	42/03	14349	7Ed. 2/10/96	LAST NM 16/02	42/03
Delete	WHIS from buoy "MP"	43°55'18"N 69°10'53"W		Add	Anchor berth "FF" [N11.1]	47°24'30"N 53°56'18"W	
	(31/03 CG1)				(6(4617)02 Ottawa)		
★13394	3Ed. 7/02	LAST NM 21/03	42/03	14353	3Ed. 4/29/95	LAST NM 14/01	42/03
Relocate	Buoy "15" from 44°55'29"N 67°08'12"W to 44°55'26"N 67°08'09"W			Add	Anchor berth "FF" [N11.2], radius 0.3 mile centered	47°24'30.0"N 53°56'18.0"W	
	(29/03 CG1)				(6(4617)02 Ottawa)		
14002	57Ed. 4/15/95	LAST NM 37/03	42/03	14354	2Ed. 3/18/95	LAST NM 32/03	42/03
Delete	Buoy "DH"	46°27.5'N 64°08.9'W		Delete	Anchor berth "AA"	47°43'42"N 54°01'33"W	
	(7(4023)01 Ottawa)				Anchor berth "BB"	47°45'33"N 54°08'54"W	
14041	12Ed. 1/14/95	LAST NM 36/03	42/03		Anchor berth "CC"	47°46'24"N 54°01'36"W	
Substitute	Position circle "Aband Lt Ho" for light	44°37'00"N 65°41'08"W			Anchor berth "DD"	47°46'58"N 54°01'22"W	
	(7(4396)01 Ottawa)				Purple dashed lines (2) and open outlined arrow symbols (2) between	47°45'24"N 54°08'11"W 47°44'33"N 54°04'01"W	
14042	3Ed. 5/6/95	LAST NM 34/03	42/03	Add	Anchor berth "AA" [N11.2], 0.5 mile centered	47°43'42"N 54°01'12"W	
Substitute	Position circle "Aband Lt Ho" for light	44°37'00"N 65°41'08"W			(6(4839)02 Ottawa)		
	(7(4396)01 Ottawa)			18445	29Ed. 2/24/01	LAST NM 38/03	42/03
14066	19Ed. 12/24/94	LAST NM 34/03	42/03	Relocate	Range light, front from 47°15'17"N 122°22'33"W to and change height to 111ft	47°15'12"N 122°22'24"W	
Delete	Buoy "KP 51"	43°41.9'N 65°09.6'W			Range light, rear from 47°15'12"N 122°22'23"W to and change height to 151ft	47°15'05"N 122°22'12"W	
Add	Buoy "KP" RW, pillar, Mo(A) BELL	43°40.3'N 65°09.6'W			(29/03 CG13)		
	(7(4240)01 Ottawa)			★18453	24Ed. 1/03	LAST NM 38/03	42/03
14111	7Ed. 2/18/95	LAST NM 34/03	42/03	Relocate	Range light, front from 47°15'17"N 122°22'33"W to and change height to 111ft	47°15'12"N 122°22'24"W	
Change	Light to Fl 4s, Oc Y 39ft	45°31'12.0"N 61°15'12.0"W			Range light, rear from 47°15'12"N 122°22'23"W to and change height to 151ft	47°15'05"N 122°22'12"W	
	Light to Fl 4s 88ft, Oc Y 86ft	45°31'06.0"N 61°14'54.0"W			(29/03 CG13)		
	(Can LL)			★18502	84Ed. 6/02	LAST NM 29/03	42/03
14112	5Ed. 2/11/95	LAST NM 32/03	42/03	Delete	Light "4"	46°54'51"N 124°06'51"W	
Change	Light to Fl 4s, Oc Y 39ft	45°31'12"N 61°15'12"W			Depth 53 feet	46°54'55"N 124°07'28"W	
	Light to Fl 4s 88ft, Oc Y 86ft	45°31'06"N 61°14'54"W			Depth 28 feet	46°54'27"N 124°06'06"W	
	(Can LL)			Substitute	Depth 41 feet for 51 feet	46°54'19.3"N 124°11'04.3"W	
14169	2Ed. 2/11/95	LAST NM 38/03	42/03		Depth 57 feet for 60 feet	46°54'29.3"N 124°09'55.2"W	
Delete	Light Buoy "SJ 10"	45°40'26.6"N 62°42'14.8"W			Depth 19 feet for 21 feet	46°54'43.2"N 124°07'31.5"W	
		45°41'21.1"N 62°40'10.1"W			Depth 50 feet for 55 feet	46°54'47.7"N 124°10'40.6"W	
Add	Light QR to buoy "SJ 6"	45°41'27.0"N 62°39'33.0"W			Depth 65 feet for 68 feet	46°54'58.1"N 124°07'09.6"W	
	(Plan A)				Depth 33 feet for 44 feet	46°54'54.2"N 124°07'14.1"W	
Delete	Light	45°40'26.6"N 62°42'14.8"W			Depth 34 feet for 28 feet	46°54'40.6"N 124°06'25.5"W	
	(7(4437)01 Ottawa)						
★14174	Ed. 3/1/00	NEW CHART (NIMA)	N42/03				
★14180	38Ed. 2/18/95	CHART CANCELED (NIMA)	42/03				

(continued on next page)

SECTION I

NM 42/03

18502	(Continued)			
Add	Depth 48 feet	46°54'31.2"N	124°10'44.1"W	
	Depth 43 feet	46°54'29.3"N	124°10'24.6"W	
	Depth 26 feet	46°54'33.6"N	124°08'08.2"W	
	Depth 46 feet	46°54'54.9"N	124°07'24.2"W	
	Depth 22 feet	46°54'29.0"N	124°06'06.1"W	
	Depth 73 feet	46°55'13.4"N	124°06'47.3"W	
	Depth 54 feet	46°55'24.1"N	124°06'22.7"W	
	Depth 61 feet	46°54'57.0"N	124°07'13.6"W	
	Depth 72 feet	46°55'10.8"N	124°06'56.7"W	
	Depth 14 feet	46°54'53.9"N	124°06'51.6"W	
	Depth 18 feet	46°54'52.8"N	124°06'47.2"W	
	Depth 26 feet	46°54'29.3"N	124°06'11.3"W	
	(Inset)			
Delete	Light "4"	46°54'51"N	124°06'51"W	
	Depth 15 feet	46°54'53"N	124°06'54"W	
	Depth 21 feet	46°54'50"N	124°06'45"W	
	Depth 26 feet	46°54'30"N	124°06'06"W	
	Depth 20 feet	46°54'53"N	124°06'49"W	
	Depth 35 feet	46°54'40"N	124°06'25"W	
Add	Depth 12 feet	46°54'54.0"N	124°06'55.5"W	
	Depth 17 feet	46°54'50.2"N	124°06'43.6"W	
	Depth 22 feet	46°54'29.0"N	124°06'06.1"W	
	Depth 65 feet	46°54'58.1"N	124°07'09.6"W	
	Depth 61 feet	46°54'57.0"N	124°07'13.6"W	
	Depth 33 feet	46°54'54.2"N	124°07'14.1"W	
	Depth 72 feet	46°55'10.8"N	124°06'56.7"W	
	Depth 14 feet	46°54'53.9"N	124°06'51.6"W	
	Depth 18 feet	46°54'52.8"N	124°06'47.2"W	
	Depth 34 feet	46°54'41.6"N	124°06'25.5"W	
	Depth 26 feet	46°54'29.3"N	124°06'11.3"W	
	(NOS; 29/03 CG13)			
18640	24Ed. 7/8/00	LAST NM 38/03		42/03
Change	Legend to "SECURITY ZONE 165.1183 (see note A)"	37°48.0'N	122°35.1'W	
	(See 38/03-18640)			
	(NOS)			
23030	6Ed. 11/22/97	LAST NM 37/03		42/03
Add	Submarine cable [L30.1] between	36°04.0'S	53°40.0'W	
		35°57.5'S	53°00.0'W	
	(NTM0002/2002)			
24004	36Ed. 8/9/97	LAST NM 41/03		42/03
Add	Submarine cable [L30.1] joining	24°02.7'S	46°30.6'W	
		24°10.5'S	46°27.3'W	
		24°16.3'S	46°21.5'W	
		24°53.0'S	45°44.0'W	
		24°59.0'S	45°43.7'W	
		25°02.2'S	45°47.8'W	
		25°47.9'S	45°27.8'W	
		25°49.3'S	45°27.8'W	
		25°55.4'S	45°24.6'W	
		25°56.9'S	45°24.4'W	
		26°08.0'S	45°19.5'W	
	(NTM0002/2002)			
24052	15Ed. 9/13/97	LAST NM 30/03		42/03
Add	Flood tide stream arrow [H40] oriented 312°			
	with rate "1.7 kn"	34°29'48"S	57°56'12"W	
	Ebb tide stream arrow [H41] oriented 146°			
	with rate "1.4 kn"	34°29'42"S	57°56'12"W	
	(3(40)03 Montevideo)			
24055	6Ed. 10/4/97	LAST NM 21/03		42/03
Add	Flood tide stream arrow [H40] oriented 312°			
	with rate "1.7 kn"	34°29.8'S	57°56.2'W	
	Ebb tide stream arrow [H41] oriented 146°			
	with rate "1.4 kn"	34°26.8'S	57°56.2'W	
	(3(40)03 Montevideo)			
24057	4Ed. 6/29/96	LAST NM 33/03		42/03
Delete	Legend "Channel not maintained"	35°00'30"S	56°07'48"W	
	Legend "Channel not maintained"	35°03'14"S	55°52'12"W	
	(Plan)			
Delete	Legend "Channel not maintained"	34°59'56"S	56°11'48"W	
	(5(56)03 Montevideo)			
24058	2Ed. 11/20/93	LAST NM 30/03		42/03
Add	Flood tide stream arrow [H40] oriented 008°			
	with rate "1.3 kn"	34°22'48"S	58°00'36"W	
	Ebb tide stream arrow [H41] oriented 191°			
	with rate "0.9 kn"	34°22'48"S	58°00'30"W	
	(3(40)03 Montevideo)			
24140	18Ed. 7/25/98	LAST NM 41/03		42/03
Add	Submarine cable [L30.1] joining	24°02.7'S	46°30.6'W	
		24°10.5'S	46°27.3'W	
		24°16.3'S	46°21.5'W	
		24°19.3'S	46°19.5'W	
		24°19.8'S	46°17.9'W	
		24°53.0'S	45°44.0'W	
		24°59.0'S	45°43.7'W	
		25°02.2'S	45°47.8'W	
		25°02.8'S	45°47.9'W	
		25°20.0'S	45°40.2'W	
	(NTM0002/2002)			
24162	9Ed. 8/3/96	LAST NM 40/03		42/03
Delete	Dangerous wreck	22°52'00.0"S	43°06'46.9"W	
	Buoy	22°52'00.0"S	43°06'46.8"W	
	(15(92)03 Rio de Janeiro)			
24210	14Ed. 7/19/97	LAST NM 8/01		42/03
Change	Visibility (range) of light to 9M	9°41.8'S	35°45.7'W	
	(Brz LL)			
24293	6Ed. 5/25/96	LAST NM 37/03		42/03
Substitute	Dangerous wreck [K28] for stranded wreck	1°21'54"S	48°32'00"W	
Add	Position circle "R Mast"	1°15'50"S	48°33'20"W	
	Buoy R, pillar, cone topmark, Fl R 3s	1°18'33"S	48°29'58"W	
	(15(77, 83)03 Rio de Janeiro)			
24480	1Ed. 6/16/90	LAST NM 27/03		42/03
	(Panel A)			
Change	Light to Fl(2) 15s 104m 20M Racon	8°40.5'N	77°21.6'W	
	(Supersedes 49/02-24480)			
Add	Period 20s to light	9°25.2'N	75°39.1'W	
	(Col LL)			
24504	7Ed. 6/17/95	LAST NM 46/02		42/03
Change	Period of light to 15s	10°08'43"N	75°43'40"W	
	(Col LL)			
24509	2Ed. 6/24/95	LAST NM 34/03		42/03
Change	Characteristic of range light, front to QY	10°23'18.6"N	75°31'50.2"W	
	Characteristic of range light, rear to QY	10°23'22.0"N	75°31'50.2"W	
	(See 37/01-24509)			
	(Col LL)			
24510	2Ed. 6/24/95	LAST NM 50/02		42/03
Change	Characteristic of range light, front to QY	10°23'19"N	75°31'50"W	
	Characteristic of range light, rear to QY	10°23'22"N	75°31'50"W	
	(Col LL)			
24511	2Ed. 4/3/76	LAST NM 24/03		42/03
Change	Period of light to 15s	10°08'48"N	75°43'43"W	
	(Col LL)			
24512	3Ed. 9/20/97	LAST NM 38/03		42/03
Add	Racon [S3.1] at light	9°35'29"N	75°59'32"W	
	Period 20s to light	9°25'10"N	75°39'06"W	
	(Col LL)			
24513	18Ed. 1/17/98	LAST NM 38/03		42/03
Add	Period 20s to light	9°25'09"N	75°39'06"W	
	(Col LL)			

24517	2Ed. 6/10/95	LAST NM 40/03	42/03
Change	Light to Fl 8s 18m 12M (PA)	7°56'03"N 76°44'56"W	
(Col LL)			
26060	1Ed. 5/25/91	LAST NM 49/02	42/03
Change	Light to Fl(2) 15s 104m 20M Racon	8°40.5'N 77°21.6'W	
(Col LL)	(Supersedes 49/02-26060)		
26081	8Ed. 5/11/85	LAST NM 16/03	42/03
Change	Light to Fl G 3s 21m 12M	12°31'58"N 81°44'11"W	
	Light to Fl R 5s 21m 12M	12°31'03"N 81°43'49"W	
Change	(Plan A) Light to Fl G 3s 21m 12M	12°31'58"N 81°44'11"W	
Change	(Plan B) Light to Fl(2) 20s 35m 18M	12°10'12"N 81°50'36"W	
Change	(Plan C) Height of light to 37m	12°23'58"N 81°28'36"W	
(Col LL)			
27042	21Ed. 7/22/95	LAST NM 41/03	42/03
Add	(Plan A) Depth 3.9 meters, blue tint and enclosing depth contour (5-meter)	21°13'49.6"N 76°32'33.0"W	
(BA CH 3167)			
28050	3Ed. 4/4/92	LAST NM 26/03	42/03
Change	Characteristic of light to Fl(2) 15s	14°29.2'N 81°08.2'W	
(Col LL)			
29127	4Ed. 12/27/97	LAST NM 39/03	42/03
Add	Depth 51 meters	65°58.3'S 66°32.4'W	
(38(4057)03 Taunton)			
37032	2Ed. 9/12/98	LAST NM 38/03	42/03
Substitute	Depth 20 meters Wk (unsurveyed) [K30] (PD)		
	for wreck (PD)	43°27.9'N 1°38.0'W	
(21(19)03 Brest)			
37120	2Ed. 3/22/97	LAST NM 39/03	42/03
Add	Depth 31 meters Obstn [K41]	51°25.0'N 2°10.6'E	
(21(14)03 Brest)			
37129	6Ed. 5/31/97	LAST NM 30/03	42/03
Add	Depth 31 meters Obstn [K41]	51°24'57.6"N 2°10'37.8"E	
(21(14)03 Brest)			
37140	33Ed. 5/25/96	LAST NM 32/03	42/03
Add	Depth 31 meters Obstn [K41]	51°25.0'N 2°10.6'E	
	Depth 31 meters Wk [K26]	51°25.0'N 2°13.3'E	
(21(14)03 Brest)			
43167	5Ed. 11/2/96	LAST NM 36/03	42/03
Add	Submarine pipeline [L41.1] between	67°18'32"N 14°25'50"E	
		67°18'40"N 14°25'38"E	
(9(412)01 Stavanger)			
43168	2Ed. 9/19/98	LAST NM 36/03	42/03
Add	Period 6s to light	67°17'11.0"N 14°21'53.6"E	
	Submarine pipeline [L41.1] joining	67°17'48.0"N 14°23'14.4"E	
		67°17'49.8"N 14°23'04.2"E	
		67°17'47.3"N 14°22'44.7"E	
		67°17'49.1"N 14°22'39.5"E	
	Submarine pipeline [L41.1] between	67°18'05.0"N 14°23'37.8"E	
		67°18'02.4"N 14°23'29.8"E	
	Submarine pipeline [L41.1] between	67°16'15.6"N 14°20'32.2"E	
		67°16'18.9"N 14°20'27.3"E	

Submarine pipeline [L41.1] joining	67°16'37.0"N 14°21'40.9"E		
	67°16'42.8"N 14°21'32.0"E		
	67°16'43.4"N 14°21'29.0"E		
(Plan)			
Add	Period 6s to light	67°17'11.0"N 14°21'53.6"E	
	Double solid line with land tint (pier) 15 meters wide on centerline between	67°17'20.1"N 14°22'39.6"E 67°17'22.6"N 14°22'39.0"E	
	Legend "Works in progress (1999)"	67°17'26.0"N 14°22'33.0"E	
	Double solid line with land tint (pier) 20 meters wide on centerline between	67°17'46.6"N 14°23'42.3"E 67°17'47.7"N 14°23'45.5"E	
	Land tint to area bound by shore and solid line joining	67°17'40.3"N 14°24'09.1"E 67°17'33.5"N 14°24'01.2"E 67°17'33.7"N 14°23'59.7"E 67°17'32.2"N 14°23'57.7"E 67°17'32.6"N 14°23'55.0"E 67°17'31.6"N 14°23'53.9"E 67°17'31.4"N 14°23'54.6"E 67°17'30.3"N 14°23'52.4"E 67°17'29.9"N 14°23'54.8"E 67°17'31.3"N 14°23'55.7"E 67°17'31.0"N 14°23'57.9"E	
	Land tint to area bound by shore and solid line joining	67°17'28.7"N 14°23'55.4"E 67°17'28.9"N 14°23'53.9"E 67°17'28.2"N 14°23'52.8"E	
	Land tint to area bound by shore and solid line joining	67°17'20.8"N 14°23'44.2"E 67°17'19.1"N 14°23'42.1"E 67°17'18.7"N 14°23'43.7"E	
	Double solid line with land tint (pier) 12 meters wide on centerline between	67°17'08.8"N 14°22'56.4"E 67°17'07.8"N 14°22'58.2"E	
	Double solid line with land tint (pier) 12 meters wide on centerline between	67°17'08.5"N 14°22'54.9"E 67°17'07.5"N 14°22'56.4"E	
	Double solid line with land tint (pier) 12 meters wide on centerline between	67°16'56.8"N 14°22'15.0"E 67°16'55.5"N 14°22'11.2"E	
	Light FG	67°16'56.8"N 14°22'15.0"E	
	Double solid line with land tint (pier) 12 meters wide on centerline between	67°16'57.3"N 14°22'13.0"E 67°16'56.0"N 14°22'09.6"E	
	Light FG	67°16'57.3"N 14°22'13.0"E	
	Double solid line with land tint (pier) 10 meters wide on centerline between	67°16'57.3"N 14°22'10.6"E 67°16'56.5"N 14°22'08.3"E	
	(9(412)01 Stavanger; Nor CH 476; BA LL)		
43373	8Ed. 6/22/96	LAST NM 40/03	42/03
Add	Beacon	58°55'33"N 11°07'28"E	
(41(558)02 Norrkoping)			
43375	7Ed. 8/22/92	LAST NM 23/03	42/03
Add	Beacon	58°55'33"N 11°07'28"E	
(41(558)02 Norrkoping)			
43385	1Ed. 8/22/92	LAST NM 26/03	42/03
Add	Submarine cable [L30.1] between	58°05'35"N 11°28'54"E 58°05'48"N 11°29'02"E	
	(20(1118)03 Norrkoping)		
44182	4Ed. 5/28/94	LAST NM 27/03	42/03
Add	Double solid line with land tint (bridge) [D22] between	59°18'17.0"N 18°06'10.0"E 59°18'14.0"N 18°06'08.0"E	

(continued on next page)

SECTION I

NM 42/03

44182	(Continued)				
	Double solid line with land tint (bridge) [D22]				
	50 meters wide on centerline between				
		59°18'12.0"N	18°06'18.0"E		
		59°18'14.0"N	18°06'19.0"E		
	Legend "VERT CL 2.6M HOR CL 9.8M"				
		59°18'17.0"N	18°06'24.0"E		
	Legend "VERT CL 3.8M HOR CL 15.0M"				
		59°18'13.0"N	18°06'35.0"E		
	(15(185)02 Norrkoping; Swd CH 6141)				
44224	1Ed. 8/22/92 LAST NM 24/03			42/03	
	Change Light to IVQ WRG 6s 10m 6-3M	62°56'49"N	18°37'10"E		
	Note: Sectors remain unchanged				
	(Swd LL)				
44284	2Ed. 6/29/91 LAST NM 6/03			42/03	
	Delete Range lights (2) and range line between				
		65°05'34"N	25°23'12"E		
		65°05'57"N	25°21'46"E		
	Change Range light, front to FY	65°05'50"N	25°23'18"E		
	Range light, rear to FY 11m 1M	65°05'51"N	25°23'25"E		
	Characteristic of light to Q(2) 6s	65°14'32"N	25°11'48"E		
	Range light, front to Q 7m 7M	65°07'56"N	25°14'02"E		
	Characteristic of range light, rear to Iso 6s				
		65°11'46"N	25°16'12"E		
	Range light, rear to L FL 6s 13m 8M				
		65°07'39"N	25°14'24"E		
	Visibility (range) of range light, front to 8M				
		65°08'54"N	25°14'12"E		
	Range light, rear to L Fl 6s 13m 8M				
		65°09'12"N	25°14'24"E		
	(BA LL)				
51380	5Ed. 3/29/97 LAST NM 47/02			42/03	
	Change Characteristic of light to Fl G 5s	28°58'05"N	13°31'28"W		
	Add Submarine cable [L30.1] joining	28°51'44"N	13°51'14"W		
		28°50'30"N	13°51'15"W		
		28°49'45"N	13°52'12"W		
		28°49'28"N	13°54'10"W		
		28°49'56"N	13°54'24"W		
		28°50'20"N	13°56'59"W		
		28°50'56"N	14°00'03"W		
		28°50'56"N	14°05'00"W		
	(25(342, 349)00 Cadiz; BA CH 886)				
51420	5Ed. 6/22/96 LAST NM 19/99			42/03	
	Change Light to Fl(2) 10s 8m 8M	23°41.8'N	15°55.2'W		
	Add Dangerous wreck [K28]	23°41.6'N	15°55.0'W		
	Light Q(3) 10s 11m 8M	23°39.5'N	15°56.7'W		
	Buoy "DK" RW, pillar, ball topmark, L Fl 10s				
		23°36.6'N	16°00.2'W		
	Pilot station symbol [T1.1]	23°37.7'N	16°00.5'W		
	Solid line (breakwater) [F4.1] joining	23°40.3'N	15°57.5'W		
		23°39.5'N	15°56.8'W		
		23°39.2'N	15°57.0'W		
	(BA CH 1690)				
51440	4Ed. 12/7/96 LAST NM 24/99			42/03	
	Add Dangerous wreck [K28]	23°41.6'N	15°55.0'W		
	Light Fl(2) 10s 8m 8M	23°41.8'N	15°55.2'W		
	Light Q(3) 10s 11m 8M	23°39.5'N	15°56.3'W		
	Buoy "DK" RW, pillar, ball topmark, L Fl 10s				
		23°36.6'N	16°00.2'W		
	Pilot station symbol [T1.1]	23°37.7'N	16°00.5'W		
	Solid line (breakwater) [F4.1] joining	23°40.3'N	15°57.5'W		
		23°39.5'N	15°56.8'W		
		23°39.2'N	15°57.0'W		
	(BA CH 1690)				
52170	3Ed. 7/8/95 LAST NM 16/03			42/03	
	Add Wreck [K29] (PA)	35°33.0'N	11°16.0'E		
	Dangerous wreck [K28]	35°12.1'N	11°11.6'E		
	(3(18)02, 6(12)03 Genova)				
54061	11Ed. 2/8/97 LAST NM 52/02			42/03	
	Delete Light	40°26'27.0"N	17°10'29.0"E		
	Light	40°26'27.0"N	17°10'30.0"E		
	(7(9)03 Genova)				
54085	2Ed. 5/30/92 LAST NM 24/03			42/03	
	Change Buoy (wavemeter) to superbuoy ODAS [Q58]				
	Y, "X" topmark, Fl(5) Y 20s	41°32'43"N	16°02'36"E		
	(Supersedes 15/03-54085)				
	Add Wreck [K29]	41°13'30"N	16°43'42"E		
	(1(13), 10(5)03 Genova)				
54095	3Ed. 9/14/02 LAST NM 30/03			42/03	
	Add Wreck [K29]	41°13.5'N	16°43.7'E		
	(1(13)03 Genova)				
54151	1Ed. 6/20/92 LAST NM 3/03			42/03	
	Add Racon [S3.1] at light	40°25.0'N	26°40.3'E		
	Racon [S3.1] at light	40°03.0'N	26°10.0'E		
	(22(103)03 Istanbul)				
54180	6Ed. 9/26/92 LAST NM 30/03			42/03	
	Substitute Depth 11.9 meters for 11.4 meters	45°13.7'N	14°30.9'E		
	Note: Danger circle and blue tint remains				
	Depth 32 meters for 31 meters	45°13.1'N	14°31.2'E		
	Depth 14.2 meters for 13.2 meters	45°12.2'N	14°31.7'E		
	Note: Danger circle and blue tint remains				
	(6(1)03 Split)				
54387	7Ed. 2/3/96 LAST NM 39/03			42/03	
	Add "Restricted Area" bound by shore and purple composite line joining	38°24'50"N	27°00'56"E		
		38°24'52"N	27°00'48"E		
		38°24'58"N	27°00'55"E		
		38°25'05"N	27°00'53"E		
		38°25'13"N	27°00'59"E		
		38°25'10"N	27°01'09"E		
		38°24'59"N	27°01'22"E		
		38°24'53"N	27°01'15"E		
	(Plan A)				
	Add "Restricted Area" bound by shore and purple composite line joining	38°24'49.8"N	27°00'56.4"E		
		38°24'51.6"N	27°00'48.0"E		
		38°24'58.2"N	27°00'55.2"E		
		38°25'05.4"N	27°00'53.4"E		
		38°25'13.2"N	27°00'59.4"E		
		38°25'09.6"N	27°01'09.0"E		
		38°24'59.4"N	27°01'22.2"E		
		38°24'52.8"N	27°01'15.0"E		
	(14(63)03 Istanbul)				
55040	4Ed. 7/31/99 LAST NM 41/03			42/03	
	Add Racon [S3.1] at light	40°24.8'N	26°40.9'E		
	Racon [S3.1] at light	40°02.7'N	26°10.5'E		
	(22(103)03 Istanbul)				
55044	5Ed. 3/23/96 LAST NM 16/03			42/03	
	Add Racon [S3.1] at light	40°24'39"N	26°40'55"E		
	(Plan)				
	Add Racon [S3.1] at light	40°24'37.0"N	26°40'56.2"E		
	(22(103)03 Istanbul)				
55101	4Ed. 8/24/96 LAST NM 39/03			42/03	
	Add Buoy "2" R, pillar, can topmark, Fl R 3s	46°50'11"N	31°56'18"E		
	(24(3740)03 St. Petersburg)				
55103	2Ed. 4/6/96 LAST NM 38/03			42/03	
	Substitute Depth 0.1 meter Wk [K26] for dangerous wreck	44°36'18.0"N	33°30'01.0"E		
	(24(3744)03 St. Petersburg)				

55105	7Ed. 2/6/99	LAST NM 36/03	42/03	18°00'46.8"S 122°02'16.8"E
Add	Submarine pipeline [L40.1] with legend "GAS CAUTION NO 8" joining			18°00'43.2"S 122°01'34.8"E
		41°21.9'N 36°42.7'E		
		41°23.2'N 36°43.2'E		
		41°24.8'N 36°46.8'E		
		41°29.0'N 36°47.7'E		
	Caution No. 8 to CAUTIONS note "8. Anchoring and trawling in the vicinity of pipelines and cables is prohibited. Mariners risk prosecution if they anchor or trawl near a pipeline and so damage it. Gas from a damaged pipeline could cause a fire or loss of vessel's buoyancy."			
(12(50)03 Istanbul)		44°30.0'N 40°30.0'E		
55120	2Ed. 6/15/96	LAST NM 34/03	42/03	
Add	Danger circle "Obstn" [K40]			
(24(3742)03 St. Petersburg)		44°47.2'N 31°50.3'E		
55129	7Ed. 6/15/96	LAST NM 35/03	42/03	
Add	Stranded wreck [K24]			
(24(3750)03 St. Petersburg)		44°34'16"N 37°58'58"E		
55130	2Ed. 2/8/97	LAST NM 39/03	42/03	
Add	Dangerous wreck [K28] marked by buoy R, barrel			
(24(3741)03 St. Petersburg)		45°32.1'N 32°01.8'E		
55140	2Ed. 9/28/96	LAST NM 36/03	42/03	
Delete	Depth 0.9 meter Wk (See 1/03-55140)			
		45°01.7'N 35°23.9'E		
Add	Danger circle "Obstn" [K40]			
		44°47.2'N 31°50.3'E		
		Wreck [K29]		43°27.5'N 34°11.2'E
(24(3742, 3746, 3747)03 St. Petersburg)				
55160	2Ed. 6/1/96	LAST NM 41/03	42/03	
Add	Submarine pipeline [L40.1] with legend "GAS CAUTION NO 4" joining			
		41°21.9'N 36°42.7'E		
		41°23.2'N 36°43.2'E		
		41°24.8'N 36°46.8'E		
		41°29.0'N 36°47.7'E		
	Caution No. 4 to CAUTIONS note "4. Anchoring and trawling in the vicinity of pipelines and cables is prohibited. Mariners risk prosecution if they anchor or trawl near a pipeline and so damage it. Gas from a damaged pipeline could cause a fire or loss of vessel's buoyancy."			
(12(50)03 Istanbul)		41°00.0'N 36°20.0'E		
55161	1Ed. 8/10/96	LAST NM 41/03	42/03	
Add	Submarine pipeline (gas) [L40.1] between			
		41°21'56"N 36°42'41"E		
		41°22'30"N 36°43'00"E		
(12(50)03 Istanbul)				
55180	2Ed. 10/12/96	LAST NM 39/03	42/03	
Delete	Depth 0.9 meter Wk (See 1/03-55180)			
		45°01.7'N 35°23.9'E		
Add	"Spoil Ground" area bound by dashed-line circle, radius 0.5 mile [N62.1], centered on buoy Y, pillar, "X" topmark, Fl Y 5s			
(24(3747, 3749)03 St. Petersburg)		44°51.0'N 36°23.9'E		
55200	2Ed. 8/17/96	LAST NM 39/03	42/03	
Add	Danger circle "Obstn" [K40]			
		45°18.5'N 36°31.0'E		
	"Spoil Ground" area bound by dashed-line circle, radius 0.5 mile [N62.1], centered on buoy Y, pillar, "X" topmark, Fl Y 5s			
(24(3749, 3752)03 St. Petersburg)		44°51.0'N 36°23.9'E		
74016	3Ed. 4/15/95	LAST NM 27/03	42/03	
Add	"Pearl Culture (See Note)" area [K47] bound by purple dashed line joining			
		17°58'43.2"S 122°02'04.8"E		
		17°58'49.2"S 122°03'22.8"E		
		17°59'49.2"S 122°03'28.8"E		
		17°59'31.2"S 122°02'31.2"E		
				"Pearl Culture (See Note)" area [K47] bound by purple dashed line joining
				18°04'02.4"S 121°52'34.8"E
				18°04'55.2"S 121°53'58.8"E
				18°06'07.1"S 121°53'10.2"E
				18°06'07.1"S 121°52'52.8"E
				18°05'55.2"S 121°52'34.8"E
	(9(266)00 Wollongong)			
74030	6Ed. 11/25/94	LAST NM 51/02	42/03	
Substitute	Dangerous submerged rock [K13] for islet			
		35°04.5'S 116°43.1'E		
Add	Depth 15.3 meters			
(9(269)00 Wollongong)		35°04.5'S 116°43.4'E		
74051	2Ed. 1/27/96	LAST NM 14/96	42/03	
Delete	Dangerous submerged rock			
		35°04'09"S 116°43'30"E		
Substitute	Dangerous submerged rock [K13] for islet (1)			
		35°04'30"S 116°43'09"E		
Add	Dangerous submerged rock [K13]			
		35°01'48"S 116°44'38"E		
		Depth 16.6 meters		35°01'30"S 116°45'24"E
		Depth 25.2 meters		35°01'40"S 116°45'56"E
		Depth 35 meters		35°02'48"S 116°46'54"E
		Depth 29.4 meters		35°03'48"S 116°45'15"E
		Depth 16.7 meters		35°02'40"S 116°44'26"E
		Depth 24.2 meters		35°03'28"S 116°42'25"E
		Depth 6.2 meters		35°02'40"S 116°43'15"E
		Depth 22.3 meters		35°03'56"S 116°44'57"E
		Depth 25.3 meters		35°02'25"S 116°45'12"E
		Depth 15.3 meters		35°04'33"S 116°43'24"E
	Depth 29.6 meters enclosed by depth contour (50-meter) centered			35°05'21"S 116°44'22"E
(9(269)00 Wollongong)				
74182	12Ed. 2/13/99	LAST NM 41/03	42/03	
Add	Beacon Y, Fl Y 3s			27°28'53"S 153°20'28"E
		Beacon Y, Fl Y 3s		27°30'06"S 153°19'26"E
		Beacon G, cone topmark		27°30'54"S 153°21'25"E
(9(264)00 Wollongong)				
74475	2Ed. 7/5/97	LAST NM 44/02	42/03	
Add	"Pearl Culture (See Note)" area [K47] bound by dashed line joining			
				18°22.7'S 121°52.6'E
				18°23.2'S 121°53.1'E
				18°26.4'S 121°53.1'E
				18°27.5'S 121°52.1'E
				18°25.6'S 121°50.6'E
				18°25.2'S 121°50.1'E
				18°24.7'S 121°51.6'E
(9(266)00 Wollongong)				
74595	2Ed. 7/26/97	LAST NM 28/02	42/03	
Substitute	Dangerous submerged rock [K13] for islet (1)			
		35°04.5'S 116°43.1'E		
Add	Depth 15.3 meters			
		35°04.5'S 116°43.4'E		
	Depth 29.6 meters, blue tint and enclosing depth contour (50-meter) centered			35°05.3'S 116°44.4'E
(9(269)00 Wollongong)				
★83484	10Ed. 10/13/01	LAST NM 23/03	42/03	
	(Inset Swains Island)			
Change	Magnetic variation 10°75'E to 10°45'E			
(NOS)				11°04'36"S 171°02'48"W
91005	6Ed. 6/15/96	LAST NM 19/03	42/03	
Change	Characteristic of light to Fl(2)			
(3(36)02 Manila)				11°28.7'N 123°43.5'E
91030	3Ed. 6/18/94	LAST NM 21/02	42/03	
Add	Light Fl 5s			
(3(46)02 Manila)				12°11.1'N 122°41.8'E

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NM 42/03

91331	3Ed. 8/23/86 LAST NM 21/02 Change Light to Fl 7s 12M (3(57)02 Manila; BA LL)	42/03 12°56.0'N 121°41.0'E	
91340	3Ed. 10/29/83 LAST NM 21/02 Change Light to Fl 7s 12M (3(57)02 Manila; BA LL)	42/03 12°56.0'N 121°41.0'E	
92025	3Ed. 2/11/84 LAST NM 21/02 Change Characteristic of light to Fl(2) 10s (3(35)02 Manila)	42/03 11°31.0'N 124°06.0'E	
92030	4Ed. 1/22/83 LAST NM 21/02 Change Characteristic of light to Fl(2) 10s Characteristic of light to Fl(2) 5s Add Light Fl 5s (3(35, 36, 46)02 Manila)	42/03 11°31.0'N 124°06.0'E 11°29.3'N 123°43.5'E 12°11.2'N 122°41.7'E	
92410	3Ed. 6/19/76 LAST NM 14/02 Change Characteristic of light to Fl(2) 5s Characteristic of light to Fl(2) 10s (3(35, 36)02 Manila)	42/03 11°29.3'N 123°43.5'E 11°31.0'N 124°06.0'E	
92450	3Ed. 4/14/79 LAST NM 21/02 Add Light Fl 5s (3(46)02 Manila)	42/03 12°11'13"N 122°41'42"E	
93720	10Ed. 8/12/95 LAST NM 28/03 Add Dangerous wreck [K28] Purple dashed-line circle "Unexploded ordnance" (PA) (27(555), 31(625)03 Tianjin)	42/03 21°53.0'N 113°20.5'E 20°48.1'N 111°19.7'E	
93730	3Ed. 6/29/96 LAST NM 41/03 Add Wreck [K29] (PA) (31(624)03 Tianjin)	42/03 22°12.6'N 115°18.0'E	
94004	6Ed. 9/2/95 LAST NM 18/03 Add Dangerous wreck [K28] (PA) (18(335)03 Tianjin)	42/03 26°05.9'N 119°52.3'E	
94033	5Ed. 10/28/95 LAST NM 29/03 Add Wreck [K29] (27(554)03 Tianjin)	42/03 38°28.9'N 121°34.7'E	
94060	10Ed. 5/18/96 LAST NM 31/03 Add Stranded wreck [K24] (27(558)03 Tianjin)	42/03 24°21.1'N 118°16.9'E	
94061	5Ed. 4/27/96 LAST NM 41/03 Add Stranded wreck [K24] (27(558)03 Tianjin)	42/03 24°21'05"N 118°16'56"E	
94160	7Ed. 3/23/96 LAST NM 41/03 Delete Dangerous wreck "Rep (2002)" (PA) (Supersedes 12/03-94160) Add Dangerous wreck [K28] (PA) Stranded wreck [K24] Dangerous wreck [K28] "Rep (2002)" (PA) (10(147), 18(335), 27(557)03 Tianjin)	42/03 26°24.4'N 120°03.9'E 26°05.9'N 119°52.3'E 27°17.2'N 120°45.9'E 26°24.0'N 120°04.0'E	
94164	2Ed. 3/23/96 LAST NM 41/03 Delete Dangerous wreck "Rep (2002)" (PA) (Supersedes 12/03-94164) Add Dangerous wreck [K28] (PA) Dangerous wreck [K28] "Rep (2002)" (PA) (10(147), 18(335)03 Tianjin)	42/03 26°24'22"N 120°03'55"E 26°05'54"N 119°52'21"E 26°24'00"N 120°04'00"E	
94203	10Ed. 11/21/98 LAST NM 41/03 Add Dangerous wreck [K28] "Rep (2003)" (PA) (21(399)03 Tianjin)	42/03 30°19'05"N 122°36'52"E	
94216	6Ed. 4/20/96 LAST NM 17/03 Add Stranded wreck [K24] (12(187)03 Tianjin)	42/03 30°58'21"N 122°24'10"E	
94220	4Ed. 9/23/95 LAST NM 33/03 Add Stranded wreck [K24] (12(187)03 Tianjin)	42/03 30°58.3'N 122°24.2'E	
94281	6Ed. 7/20/96 LAST NM 6/03 Relocate Buoy "2" from 34°46'16.0"N to 34°46'16.6"N Buoy "3" from 34°46'16.6"N to 34°46'18.4"N Buoy "4" from 34°45'36.5"N to 34°45'36.8"N Buoy "5" from 34°45'35.3"N to 34°45'37.6"N Buoy "6" from 34°44'56.4"N to 34°44'56.0"N Buoy "7" from 34°44'55.8"N to 34°44'56.7"N Buoy "8" from 34°44'13.8"N to 34°44'15.1"N Buoy "9" from 34°44'16.5"N to 34°44'17.6"N Buoy "10" from 34°44'02.2"N to 34°44'01.1"N Buoy "11" from 34°44'14.8"N to 34°44'16.4"N Buoy "12" from 34°44'12.5"N to 34°44'12.0"N Buoy "13" from 34°44'32.9"N to 34°44'32.7"N Buoy "31" from 34°44'51.2"N to 34°44'52.7"N Buoy "32" from 34°44'51.3"N to 34°44'50.0"N Buoy "33" from 34°45'05.8"N to 34°45'07.2"N Buoy "34" from 34°45'00.9"N to 34°44'59.6"N Buoy "35" from 34°45'07.1"N to 34°45'08.4"N Buoy "36" from 34°45'01.9"N to 34°44'59.3"N Buoy "32 - 1" from 34°44'57.2"N 119°27'18.1"E to 34°44'56.4"N 119°27'04.4"E (10(144), 29(595)03 Tianjin)	42/03 119°35'34.5"E 119°35'39.0"E 119°35'14.0"E 119°35'16.5"E 119°33'59.5"E 119°34'1.6"E 119°33'37.5"E 119°33'39.1"E 119°32'22.2"E 119°32'24.3"E 119°32'00.0"E 119°32'01.7"E 119°30'46.8"E 119°30'46.9"E 119°30'21.0"E 119°30'22.0"E 119°30'06.0"E 119°30'06.2"E 119°29'46.8"E 119°29'48.7"E 119°29'23.7"E 119°29'24.1"E 119°28'51.9"E 119°28'52.3"E 119°27'51.5"E 119°27'52.1"E 119°27'32.0"E 119°27'30.8"E 119°27'08.4"E 119°27'08.6"E 119°26'55.1"E 119°26'39.7"E 119°26'10.8"E 119°26'10.1"E 119°25'51.4"E 119°25'50.5"E	
94420	3Ed. 9/23/95 LAST NM 23/03 Add Wreck [K29] (27(554)03 Tianjin)	42/03 38°28.9'N 121°34.8'E	
96943	15Ed. 12/9/95 LAST NM 33/03 Delete Light (35(1342)03 Tokyo)	42/03 42°09'30"N 139°31'20"E	
96945	3Ed. 2/1/97 LAST NM 23/03 Delete Light (35(1342)03 Tokyo)	42/03 42°09'24"N 139°31'24"E	
97150	13Ed. 1/3/98 LAST NM 27/03 Add Depth 11.1 meters Depth 11.4 meters (35(1367)03 Tokyo)	42/03 35°29'36.3"N 139°45'54.3"E 35°29'35.2"N 139°45'51.9"E	
97266	5Ed. 7/5/97 LAST NM 26/03 Add Wreck [K29] (35(1350)03 Tokyo)	42/03 34°01'35"N 132°27'14"E	
97267	16Ed. 2/21/98 LAST NM 27/03 Add Wreck [K29] (35(1350)03 Tokyo)	42/03 34°01'35"N 132°27'14"E	

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| <p>97382 2Ed. 9/6/97 LAST NM 4/03
 Change Visibility (range) of light to 7M
 (35(1353)03 Tokyo)</p> | <p>42/03
 32°11'48.2"N 130°21'39.8"E</p> |
| <p>97383 16Ed. 9/6/97 LAST NM 13/03
 Change Visibility (range) of light to 7M
 (35(1353)03 Tokyo)</p> | <p>42/03
 32°11'48"N 130°21'40"E</p> |
| <p>97387 2Ed. 4/1/95 LAST NM 7/03
 Change Visibility (range) of light to 7M
 (35(1353)03 Tokyo)</p> | <p>42/03
 32°11'48.0"N 130°21'40.0"E</p> |
| <p>97389 1Ed. 9/1/84 LAST NM 39/02
 Change Visibility (range) of light to 3M
 (35(1352)03 Tokyo)</p> | <p>42/03
 32°35'29.7"N 130°28'35.3"E</p> |

Chart 11322 (Side B)

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FREEPORT HARBOR CHANNEL DEPTHS							
TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - REPORT OF AUG 2003							
CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOW TIDE (MLT)					PROJECT DIMENSIONS		
NAME OF CHANNEL	LEFT OUTSIDE QUARTER	MIDDLE HALF OF CHANNEL	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	WIDTH (FEET)	LENGTH (NAUT. MILES)	DEPTH MLLW (FEET)
CHANNEL FROM DEEP WATER TO SEAWARD END OF JETTY	41.0	43.0	39.0	7-03	400	3.7	47
JETTY CHANNEL	41.0	44.0	39.0	7-03	400	1.2	45
LOWER TURNING BASIN THENCE TO BRAZOSPORT	42.0	44.0	41.0	7-03	750	0.9	45
TURNING BASIN	44.0	47.0	45.0	7-03	400-600	0.4	45
BRAZOSPORT TURNING BASIN CHANNEL TO UPPER	44.0	47.0	46.0	7-03	500-1000	0.2	45
TURNING BASIN	45.0	48.0	47.0	7-03	280-470	0.9	45
BRAZOS HARBOR APPROACH CHANNEL	39.0	41.0	40.0	1-03	200-650	0.5	36
BRAZOS HARBOR TURNING BASIN	36.0	38.0	40.0	1-03	750	0.1	36
UPPER TURNING BASIN CHANNEL TO STAUFFER	46.0	48.0	48.0	7-03	600-1190	0.2	45
TURNING BASIN	17.0	19.0	17.5	11-88	200	1.0	25
STAUFFER TURNING BASIN	18.0	18.0	16.0	11-88	500	0.1	25

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NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION

Chart 11323

NM 42/03

GALVESTON BAY ENTRANCE - CHANNEL DEPTHS								
TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - REPORT OF AUG 2003								
CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOW TIDE (MLT).					PROJECT DIMENSIONS			
NAME OF CHANNEL	LEFT OUTSIDE QUARTER	LEFT INSIDE QUARTER	RIGHT INSIDE QUARTER	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	WIDTH (FEET)	LENGTH (NAUT. MILES)	DEPTH MLLW (FEET)
ENTRANCE CHANNEL	40.0	49.0	49.0	36.0	6-03	800-1000	7.5	45
OUTER BAR CHANNEL	39.0	45.0	47.0	48.0	9-02	800	1.5	45
INNER BAR CHANNEL	42.0	44.0	43.0	36.0	7-03	800	2.9	45

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NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION

Chart 11324

NM 42/03

GALVESTON BAY AND HOUSTON SHIP CHANNEL DEPTHS								
TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - REPORT OF AUG 2003								
CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOW TIDE (MLT)					PROJECT DIMENSIONS			
NAME OF CHANNEL	LEFT OUTSIDE QUARTER	LEFT INSIDE QUARTER	RIGHT INSIDE QUARTER	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	WIDTH (FEET)	LENGTH (NAUT. MILES)	DEPTH MLLW (FEET)
GALVESTON HARBOR:								
ENTRANCE CHANNEL	40.0	49.0	49.0	36.0	6-03	800-1000	7.5	45
OUTER BAR CHANNEL	39.0	45.0	47.0	48.0	9-02	800	1.5	45
INNER BAR CHANNEL	42.0	44.0	43.0	36.0	7-03	800	2.9	45
BOLIVAR ROADS CHANNEL	48.0	48.0	46.0	41.0	9-02	800	0.7	45
HOUSTON SHIP CHANNEL:								
BOLIVAR ROADS TO LOWER END OF MORGAN PT.	36.0	41.0	39.0	32.0	9/02;1/03	400-530	23.4	40
GALVESTON CHANNEL	30.0	36.0	31.0	21.0	7-03	1125-1075	3.5	40
TEXAS CITY CHANNEL	32.0	41.0	40.0	36.0	7-03	400	5.9	40
TEXAS CITY TURNING BASIN	37.0	38.0	38.0	37.0	3-03	1200	0.5	40

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NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION

SECTION I

NM 42/03

Chart 11325

NM 42/03

HOUSTON SHIP CHANNEL DEPTHS								
TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - REPORT OF AUG 2003								
CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOW TIDE (MLT).						PROJECT DIMENSIONS		
NAME OF CHANNEL	LEFT OUTSIDE QUARTER	LEFT INSIDE QUARTER	RIGHT INSIDE QUARTER	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	WIDTH (FEET)	LENGTH (NAUT. MILES)	DEPTH MLLW (FEET)
HOUSTON SHIP CHANNEL: EXXON OIL CO. SLIP TO CARPENTERS BAYOU (A)	32.0	36.0	42.0	34.0	7-03	400-525	4.90	40
THENCE TO GREENS BAYOU (B)	43.0	41.0	40.0	41.0	7-03	400-300	4.70	40
GREENS BAYOU CHANNEL (TO FIRST BEND)	39.0	42.0	44.0	42.0	4-02	500-175	0.34	36
THENCE TO HUNTING BAYOU (UPPER BEND)	40.0	43.0	43.0	40.0	8-02	300	1.91	40
TURNING POINT AT HUNTING BAYOU THENCE TO SOUTHERN PACIFIC SLIP	43.0	43.0	42.0	42.0	9-02	600	0.17	40
TURNING POINT AT SIMS BAYOU THENCE TO HOUSTON TURNING BASIN WHARF 15	39.0	41.0	41.0	38.0	8-02	300	3.04	40
TURNING POINT AT BRADY ISLAND	43.0	44.0	43.0	42.0	9-02	700	0.26	40
HOUSTON TURNING BASIN	21.0	32.0	36.0	34.0	1-03	300	2.69	36
UPPER TURNING BASIN	28.0	37.0	40.0	39.0	7-03	422	0.17	36
	36.0	35.0	37.0	35.0	7-02	250-1000	0.70	36
	21.0	22.0	15.0	19.0	7-02	150	0.23	36

A. CHANNEL WIDENS 125 FEET IN LEFT OUTSIDE QUARTER IN VICINITY OF EXXON OIL CO.
 B. CHANNEL NARROWS IN VICINITY OF THE SHELL OIL CO. SLIP.

INFORMATION IN THIS TABULATION HAS BEEN PROVIDED TO NOAA BY THE U.S. ARMY CORPS OF ENGINEERS. DEPTHS ARE REFERENCED TO A LOCAL DREDGING REFERENCE CALLED MEAN LOW TIDE. FOR AN APPROXIMATE CONVERSION TO MEAN LOWER LOW WATER, ADD 1 FOOT TO EACH DEPTH IN THE TABULATION.

NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION

Chart 11327

NM 42/03

HOUSTON SHIP CHANNEL DEPTHS								
TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - REPORT OF AUG 2003								
CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOW TIDE (MLT)						PROJECT DIMENSIONS		
NAME OF CHANNEL	LEFT OUTSIDE QUARTER	LEFT INSIDE QUARTER	RIGHT INSIDE QUARTER	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	WIDTH (FEET)	LENGTH (NAUT. MILES)	DEPTH MLLW (FEET)
BOLIVAR ROADS TO LOWER END OF MORGAN POINT	36.0	41.0	39.0	32.0	09/02; 01/03	400-530	23.4	40

INFORMATION IN THIS TABULATION HAS BEEN PROVIDED TO NOAA BY THE U.S. ARMY CORPS OF ENGINEERS. DEPTHS ARE REFERENCED TO A LOCAL DREDGING REFERENCE CALLED MEAN LOW TIDE. FOR AN APPROXIMATE CONVERSION TO MEAN LOWER LOW WATER, ADD 1 FOOT TO EACH DEPTH IN THE TABULATION.

NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION

Chart 11328

NM 42/03

HOUSTON SHIP CHANNEL DEPTHS								
TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - REPORT OF AUG 2003								
CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOW TIDE (MLT)						PROJECT DIMENSIONS		
NAME OF CHANNEL	LEFT OUTSIDE QUARTER	LEFT INSIDE QUARTER	RIGHT INSIDE QUARTER	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	WIDTH (FEET)	LENGTH (NAUT. MILES)	DEPTH MLLW (FEET)
BOLIVAR ROADS TO LOWER END OF MORGAN POINT	36.0	41.0	39.0	32.0	9/02; 1/03	400-530	23.4	40
LOWER END OF MORGAN PT. TO EXXON OIL CO. SLIP	36.0	40.0	36.0	32.0	7-03	400-525	4.2	40

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NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION

SECTION I

NM 42/03

Chart 11329

NM 42/03

HOUSTON SHIP CHANNEL DEPTHS								
TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - REPORT OF AUG 2003								
CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOW TIDE (MLT).						PROJECT DIMENSIONS		
NAME OF CHANNEL	LEFT OUTSIDE QUARTER	LEFT INSIDE QUARTER	RIGHT INSIDE QUARTER	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	WIDTH (FEET)	LENGTH (NAUT. MILES)	DEPTH (FEET)
LOWER END OF MORGAN PT. TO EXXON OIL CO. SLIP	36.0	40.0	36.0	32.0	07-03	400-525	4.20	40
EXXON OIL CO. SLIP TO CARPENTERS BAYOU (A)	32.0	36.0	42.0	34.0	07-03	400-525	4.90	40
THENCE TO GREENS BAYOU (B)	43.0	41.0	40.0	41.0	07-03	400-300	4.70	40

A. CHANNEL WIDENS 125 FEET IN LEFT OUTSIDE QUARTER IN VICINITY OF EXXON OIL CO.
 B. CHANNEL NARROWS IN VICINITY OF THE SHELL OIL CO. SLIP.

INFORMATION IN THIS TABULATION HAS BEEN PROVIDED TO NOAA BY THE U.S. ARMY CORPS OF ENGINEERS. DEPTHS ARE REFERENCED TO A LOCAL DREDGING REFERENCE CALLED MEAN LOW TIDE. FOR AN APPROXIMATE CONVERSION TO MEAN LOWER LOW WATER, ADD 1 FOOT TO EACH DEPTH IN THE TABULATION.
 NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION

Chart 11342

NM 42/03

SABINE PASS - SABINE - NECHES CANAL CHANNEL DEPTHS								
TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - REPORT OF AUG 2003								
CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW)						PROJECT DIMENSIONS		
NAME OF CHANNEL	LEFT OUTSIDE QUARTER	LEFT INSIDE QUARTER	RIGHT INSIDE QUARTER	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	WIDTH (FEET)	LENGTH (NAUT. MILES)	DEPTH (FEET)
SABINE PASS:								
OUTER BAR CHANNEL	37	42	39	38	2-03	800	3.0	42
JETTY CHANNEL	36	42	42	31	6-03	800-500	3.5	40
PASS CHANNEL	24	28	40	29	6-03	500-1150	4.9	40
ANCHORAGE BASIN	33	21	11	1	2-03	1500	0.5	40
PORT ARTHUR SHIP CANAL JUNCTION PORT ARTHUR-	36	42	40	36	6-03	500	4.8	40
SABINE NECHES CANALS	35	39	37	36	7-03	400-1200	1.1	40
ENTRANCE TO PORT ARTHUR TURNING BASINS	38	40	40	38	7-03	282-735	0.2	40
EAST TURNING BASIN	40	41	41	40	7-03	370-547	0.3	40
WEST TURNING BASIN	40	40	41	40	7-03	350-735	0.3	40
CHANNEL CONNECTING WEST BASIN AND TAYLOR BAYOU TURNING BASIN	39	42	42	40	7-03	200-350	0.5	40
TAYLOR BAYOU TURNING BASIN	35	39	40	34	7-03	90-1233	0.6	40
SABINE-NECHES CANAL:								
PORT ARTHUR TO NECHES RIVER	32	37	35	31	2-03	400	9.6	40
NECHES RIVER TO SABINE RIVER	25	25	23	21	12-02	200	3.9	30

NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION

Chart 11372 (Side B)

NM 42/03

SHIP ISLAND PASS AND GULFPORT HARBOR CHANNELS								
TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - REPORT OF JUN 2003								
CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW)						PROJECT DIMENSIONS		
NAME OF CHANNEL	LEFT OUTSIDE QUARTER	MIDDLE HALF OF CHANNEL	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	WIDTH (FEET)	LENGTH (NAUT. MILES)	DEPTH (FEET)	
SHIP ISLAND BAR CHANNEL	33.8	36.0	34.7	4-00	300	10.0	38	
GULFPORT CHANNEL	34.6	36.1	35.8	6-03	220	10.6	36	
ANCHORAGE BASIN	28.8	29.2	31.4	2-00	1110-1220	0.4	32-36	

NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION

SECTION I

NM 42/03

Chart 11373

NM 42/03

SHIP ISLAND PASS AND GULFPORT HARBOR CHANNELS							
TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - REPORT OF JUN 2003							
CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW)					PROJECT DIMENSIONS		
NAME OF CHANNEL	LEFT OUTSIDE QUARTER	MIDDLE HALF OF CHANNEL	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	WIDTH (FEET)	LENGTH (NAUT. MILES)	DEPTH (FEET)
SHIP ISLAND BAR CHANNEL	33.8	36.0	34.7	4-00	300	10.0	38
GULFPORT CHANNEL	34.6	36.1	35.8	6-03	220	10.6	36
ANCHORAGE BASIN	28.8	29.2	31.4	2-00	1110-1220	0.4	32-36

NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION

Chart 11389

NM 42/03

PORT ST. JOE AND PANAMA CITY HARBOR CHANNEL DEPTHS							
TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - REPORT OF JUN 2003							
CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW)					PROJECT DIMENSIONS		
NAME OF CHANNEL	LEFT OUTSIDE QUARTER	MIDDLE HALF OF CHANNEL	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	WIDTH (FEET)	LENGTH (NAUT. MILES)	DEPTH (FEET)
PORT ST. JOE HARBOR ENTRANCE CHANNEL	30.3	30.4	24.5	6-03	300-500	8.0	35-37
NORTH CHANNEL	26.7	27.0	27.1	6-03	300	4.1	35
TURNING BASIN	26.2	26.7	26.4	6-03	650	0.3	32
HARBOR CHANNEL	26.2	26.7	26.8	6-03	250	0.3	35
SOUTH CHANNEL		A			200	1.1	27
PANAMA CITY HARBOR ENTRANCE CHANNEL	29.2	30.8	23.8	3-02; 5-02	450-300	2.1	34-32

A. NOT MAINTAINED
NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION

Chart 11393 (Side A)

NM 42/03

PORT ST. JOE HARBOR CHANNEL DEPTHS							
TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - REPORT OF JUN 2003							
CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW)					PROJECT DIMENSIONS		
NAME OF CHANNEL	LEFT OUTSIDE QUARTER	MIDDLE HALF OF CHANNEL	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	WIDTH (FEET)	LENGTH (NAUT. MILES)	DEPTH (FEET)
PORT ST. JOE HARBOR ENTRANCE CHANNEL	30.3	30.4	24.5	6-03	300-500	8.0	35-37
NORTH CHANNEL	26.7	27.0	27.1	6-03	300	4.1	35
TURNING BASIN	26.2	26.7	26.4	6-03	650	0.3	32
HARBOR CHANNEL	26.2	26.7	26.8	6-03	250	0.3	35
SOUTH CHANNEL		A			200	1.1	27

A. NOT MAINTAINED.
NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION

SECTION I

NM 42/03

CHARTS AFFECTED BY NOTICE TO MARINERS
NM 33/02 THROUGH NM 42/03

Note: N indicates Not For Sale; P indicates Preliminary; T indicates Temporary;
* indicates New Edition/New Chart; ** indicates Chart Canceled

Chart No.	Ed. No.	Notice to Mariners No.	Chart No.	Ed. No.	Notice to Mariners No.	Chart No.	Ed. No.	Notice to Mariners No.	Chart No.	Ed. No.	Notice to Mariners No.
12	1	45/02	11309	36	36,46/02;1,6,7,22,24,25,32/03	11366	7	48*,51/02;5,6,7,8,19,21,23,24,26,27,29,30,34,35,37/03	11470	36	10*,12,40/03
20	3	18/03	11310	1	N46/02;N22,N23,N32/03	11472	31	8*,25,40/03	11474	10	6,17/03
22	1	18/03	11311	23	46/02;26/03	11475	16	51/02;13/03	11476	19	6,34/03
50	6	32*,34,40/03	11312	3	36,46/02;1,6,7,22,23,32/03	11478	20	32/03*	11479	4	N35,N50/02;N6,N23,N25,N31,N34,N40/03
53	2	34/03	11313	22	22,27,36/03	11480	38	30/03*	11481	4	42*,49/02;6,12,13,19,28,34/03
70	4	7,34/03	11314	22	17*,21,22,32/03	11484	21	34/03	11485	33	22/03*
71	4	7,34/03	11315	30	37/02*	11486	15	36/03*	11488	24	7,17/03
72	4	7/03	11316	39	17*,22,26,29,34/03	11489	34	8*,12,20,22,31/03	11491	33	34,37,38/02;12,30,34/03
73	4	34/03	11317	29	37,40,49/02;16,19,20,21,23,26,29,30,34/03	11493	9	N39/02;N12,N20,N22,N31/03	11494	8	N39/02;N22/03
101	3	48/02	11318	1	N46/02;N6,N24,N25/03	11496	9	N35/02;N1,N17,N19,N34/03	11502	28	14,17,20,22/03
103	5	16/03	11319	31	17*,19,20,25,26,29,30,34/03	11503	39	38*,39,43/02;12,14,17,20,22,31/03	11504	15	12,22/03
108	9	35/02;34,39/03	11320	1	N22,N23,N24/03	11505	1	34,40,49/02;1,4,5,11,22,34/03	11506	40	10*,19,22,28,34/03
120	6	39/03	11321	29	39,40,41,45/02;23,31,34/03	11507	31	9*,12,20/03	11508	21	10/03*
124	10	18,34,39/03	11322	28	19*,20,23,30,34,35,42/03	11509	27	1,11,24/03	11510	18	34/02
125	7	21/03	11323	59	33,37,39,45/02;1,6,7,9,20,23,27,29,31,34,35,38,42/03	11511	16	11/03	11512	59	10*,11,15,20,22,24,34/03
126	39	21/03	11324	32	33,37/02;1,6,7,9,10,16,20,21,23,25,29,30,31,37,38,42/03	11513	23	49/02;1,24/03	11514	26	37*,40,49/02;4,5,15,22,24,34/03
145	16	39/03	11325	35	26*,38,42/03	11516	29	37,49/02	11517	17	24/03
200	3	37/03	11326	31	7*,9,16,20,21,22,23,24,30,31,33,35,38/03	11518	33	14*,19,28/03	11519	12	28/03*
301	1	14,21,24/03	11327	30	37,49/02;1,16,19,20,22,24,29,30,33,35,38,42/03	11520	41	38*,39/03	11521	26	35/02;9,19,24,28,34,39/03
302	1	2/03	11328	22	36,37,39,47,49/02;4,6,16,20,21,22,30,36,42/03	11522	19	39/03	11523	21	35,52/02;5,9,19,24,28,34/03
310	20	2,14,21,24/03	11329	34	36,37,39,47,49/02;1,4,8,10,16,21,22,30,36,38,42/03	11524	46	8*,11,12,13,15,17,19,20,22,28,34/03	11525	6	N39,N40,N44,N46,N51/02;N4,N6,N8,N24,N39/03
400	3	33,35,45/02;29,33,34/03	11330	14	2*,4,6,7,8,17,19,20,21,22,23,27,30,31,34,35,36,38/03	11526	10	20/03*	11527	16	37/02;20/03
401	5	33,35,45/02;14,29,33,34/03	11331	18	8,19,23,30,34/03	11528	15	39/02	11529	22	39/02;8,38/03
411	49	19*,22,23,24,25,26,29,30,31,33/03	11332	28	42*,43,49,51/02;6,17,19,20,23,25,31,34,35,37/03	11530	37	36/02*;8/03	11531	32	17*,36/03
500	8	32*,34,41/03	11333	1	N35/03	11532	20	37/02;39/03	11533	12	46/02;39/03
501	12	9*,10,18,21,22,24,40,41/03	11334	68	37*,38/03	11534	16	38/03*	11535	38	36/02*;7,24/03
502	2	52/02;40/03	11335	39	14*,17,21,22,23,25,31,34,37,38/03	11536	30	38*,39/03	11537	34	21*,23,26,35,36/03
507	2	45/02	11336	52	27*,29,31,34,35,42/03	11538	30	36/02;7,15,20/03	11539	18	39,44,51/02;6/03
508	2	45/02	11337	36	37,40,49/02;4,8,17,19,20,23,30,34,35/03	11539	25	6,7,15,22/03	11540	33	8*,9,14,22,35,39/03
510	3	40/03	11338	35	9*,19,22,23,26,27,29,31,34,38/03	11540	34	38*,39/03	11541	15	39/02
513	6	38/02;34/03	11339	33	42*,43,47,49/02;4,6,7,8,19,20,21,23,25,26,27,29,31,32/03	11542	39	36/02;6,7,15,20/03	11542	22	39/02;8,38/03
520	127	38/02;34,40,41/03	11340	34	19,20,21,23,25,26,27,29,31,32/03	11543	30	7,15,39/03	11543	37	36/02*;8/03
521	11	34/03	11341	39	6,7,20,25,27,31,32/03	11544	30	36/02;7,15,20/03	11544	60	45*,47/02;6,8,14,22,23,24,35,38,39/03
523	8	34/03	11342	52	38*,42,51/02;23,26,27,31,36/03	11545	35	38/02*;20/03	11547	35	37,47/02;6,8,14,22,23,35,38,39/03
524	12	47/02;34/03	11343	40	38*,42,51/02;23,26,27,31,36/03	11546	14	7/03	11548	38	47/02*
525	3	40/03	11344	35	9*,19,22,23,26,27,29,31,34,38/03	11547	8	15,22,25,39/03	11550	28	17/03*
526	10	47/02;6/03	11345	31	9*,38/03	11548	16	7/03	11553	28	8/03*
530	30	37,38,40,52/02;6,10,18,21,22,24,34,40,41/03	11346	38	42*,43,47,49/02;4,6,7,8,19,20,21,23,25,26,27,29,31,32/03	11549	38	36/02;6,13,15,21,23,25,31,34,39,40/03	11555	38	36/02*;7,24/03
531	21	47,52/02;21,24,32,34,41/03	11347	33	42*,43,47,49/02;4,6,7,8,19,20,21,23,25,26,27,29,31,32/03	11550	25	36*,50/02;6,13,15,21,23,25,31,34,39,40/03	12200	47	38*,42,52/02;7,12,18/03
532	17	38/02;34/03	11348	19	6,7,20,25,27,31,32/03	11551	5	7,15,25,39/03	12201	25	N42,N52/02;N7,N12,N18,N24,N32/03
540	16	51/02;16,30/03	11349	40	38*,42,51/02;23,26,27,31,36/03	11552	24	22,25/03	12204	35	10*,33/03
541	2	6/03	11350	38	20*,22,23,25,27,30,31,34/03	11553	17	24/03*	12205	27	37*,43,52/02;18,28,33/03
550	7	45/02;6/03	11351	38	20*,22,23,25,27,30,31,34/03	11554	16	7,25/03	12206	29	33,38,46/02;10,28,33/03
601	4	6,8,27,38/03	11352	36	3*,7,8,9,20,22,24,26,31,34/03	11555	36	30*,31,40/03	12207	20	50,52/02;18/03
602	6	47/02;6,38/03	11353	2	35,38,43,45,49/02;4,5,7,18,20,21,26,27,31,34/03	11556	37	47*,50/02;4,12,21,23,40/03	12208	9	23*,28,41/03
603	6	47/02;10/03	11354	24	26*,31,34/03	11557	39	42*,43,49/02;40/03	12210	36	8*,33/03
604	5	38/03	11355	25	38/03*	11558	5	35,50/02;7,9,12,21,23,31,40/03	12211	41	10/03*
605	4	6/03	11356	35	38/03*	11559	16	7/03	12214	44	14*,19/03
606	1	17/03	11357	36	38/03*	11560	16	7/03	12216	27	47/02*;19/03
607	1	17/03	11358	52	41/03*	11561	16	7/03			
622	9	47/02;6/03	11359	11	39/02	11562	70	21*,23,24,25,26,30,31,35/03			
623	9	47/02;19,36/03	11360	40	1*,2,5,6,8,19,23,24,25,26,27,29,30,34,35,37,38/03	11361	70	21*,23,24,25,26,30,31,35/03			
632	8	45/02	11361	70	21*,23,24,25,26,30,31,35/03	11362	4	N33,N36,N39,N40,N47/02;N2,N5,N6,N8,N19,N23,N24,N25,N26,N27,N29,N30,N34,N35,N37,N38/03			
702	5	7/03	11362	4	N33,N36,N39,N40,N47/02;N2,N5,N6,N8,N19,N23,N24,N25,N26,N27,N29,N30,N34,N35,N37,N38/03	11363	38	35,38,40,43,49,51/02;4,5,7,18,19,20,21,22,24,26,27,34,38/03			
703	4	46/02;7/03	11363	38	35,38,40,43,49,51/02;4,5,7,18,19,20,21,22,24,26,27,34,38/03	11364	39	3*,4,5,8,9,18,19,21,23,25,26,27,30,33,34,35/03			
705	3	46,52/02	11364	39	3*,4,5,8,9,18,19,21,23,25,26,27,30,33,34,35/03	11365	17	52/02*;9,32,34/03			
707	2	34/03	11365	17	52/02*;9,32,34/03						
708	3	34,36/03									
709	2	50/02;19,25/03									
1113A		20*,21,22,25/03									
1114A		39/02;4,9,11,12,13/03									
1115A		1*,2,5,6,8,19,23,24,25,26,27,29,30,34,35,37,38/03									
1116A		37*,38/03									
1117A		28*,30,31,32,34,35,36/03									
11004	7	37,39,40,42,43,45,47,51/02;5,6,7,8,9,14,18,21,22,23,24,25,26,27,29,30,32,34,36,37,38/03									
11006	30	36,39,40/02;2,6,19,21,23,24,25,27,29,33,35/03									
11009	36	35,44,51/02;6,12,19,39/03									
11013	45	38*,40/03									
11300	39	28*,30,31,32,34,35,36/03									
11301	23	37/02;16,24,32/03									
11302	29	34*,37/02;16,24/03									
11305	1	N36,N46/02;N1,N6,N7,N32/03									
11307	36	22,24,27,35/03									
11308	22	3*,7,10,23,25,32/03									

CHARTS AFFECTED BY NOTICE TO MARINERS
NM 33/02 THROUGH NM 42/03

Note: N indicates Not For Sale; P indicates Preliminary; T indicates Temporary;
* indicates New Edition/New Chart; ** indicates Chart Canceled

Chart No.	Ed. No.	Notice to Mariners No.	Chart No.	Ed. No.	Notice to Mariners No.	Chart No.	Ed. No.	Notice to Mariners No.	Chart No.	Ed. No.	Notice to Mariners No.
12221	74	35*,41/03	12368	26	42/02*;24,25/03	13321	9	20/03*	14241	23	39/03**
12222	44	26*,28,33,34,41/03	12369	25	44/02;32,35,36/03	13323	7	5/03	14242	13	40/03**
12224	23	8*,33/03	12370	18	39/02*	13324	13	41,52/02;2/03	14243	8	39/03**
12225	54	22*,33/03	12371	23	27/03*	13325	14	2,29/03	14244	5	39/03**
12226	16	7/03	12372	31	45*,47,48/02;2,5,6,23,25,36/03	13326	12	41,43/02	14245	4	39/03**
12228	29	43/02*				13392	2	6/03	14246	6	39/03**
12230	60	30*,34,42/03	12373	14	2/03	13394	3	39/02*;9,21,42/03	14247		N39/03*
12231	26	35,46/02;7,30/03	12377	14	37/02	13396	4	9,19,21/03	14248		N40/03*
12233	35	3*,4,5,6,14,34/03	12378	14	2,13,23/03	13398	3	36/02	14249		N39/03*
12235	29	47/02;4,6,7,17,33/03	12401	7	47/02;2,13,33,41/03	14002	57	32,34,36,37,42/03	14250		N40/03*
12237	26	47/02;17,25,34/03	12402	8	33,47/02;13,34,41/03	14003	6	48,49/02;5,9,12,29,39/03	14251		N40/03*
12238	37	46/02*;1,4,7,19,25,34/03	13000		N48,N49/02;N21,N26,N29/03	14007		N38/03*	14252		N40/03*
12241	21	34,44/02;7,34/03				14008	76	38/03**	14253		N40/03*
12245	62	30*,33,34/03	13003	47	36*,39/03	14010	5	35/02;26,32/03	14254		N40/03*
12248	39	33,40,50/02;4,5,6,8,15,22,30,33/03	13006	31	36*,39/03	14024	5	33,36,39/02;12,22,36/03	14259	3	40/03**
			13009	30	42*,48,49/02;1,9,18,23,36,39/03	14040	65	40/02;34/03	14260	47	39/03**
12251	23	35/02;4,6,7,15,26/03	13200	33	37,48/02;7,9,18,36,39/03	14041	12	34,36,42/03	14263	15	40/03**
12252	23	33,34/02;4,7,10,15,17,30,35/03	13201	10	N37,N48/02;N9,N18,N36,N39/03	14042	3	34,42/03	14264	4	40/03**
						14043	7	21,26/03	14280	37	40/03**
12253	43	35/03*				14044	44	6/03	14310	2	40/03**
12254	43	38*,43,44/02;30,34/03	13203	12	37/02	14061	27	6,9/03	14329	5	32/03
12255	15	44/02;30,34/03	13205	36	37,42,45,48/02;1,5,23/03	14062	17	32,36/03	14340	25	33,37,40,52/02;12,22,30/03
12256	13	33,44/02;24,30,34/03	13209	23	37/02;23/03	14066	19	6,34,42/03			
12261	28	37*,44/02;7,18,22/03	13211	13	47/02	14067	11	6/03	14341	5	12,34/03
12263	52	35*,42/03	13212	35	9*,13,36/03	14081	21	36/03	14342	20	52/02;30/03
12264	28	38/02*;7,42/03	13213	40	14*,25,36/03	14083	30	33/02	14344	2	37,40/02
12266	27	20,30/03	13214	27	34*,45,48/02;5/03	14087	58	33/02	14345	5	37,40/02;12,22/03
12270	32	9*,18,24,25,33,42/03	13215	17	45,48/02;1,5/03	14088	10	41/02*;34/03	14349	7	42/03
12272	29	36,45/02;13,16,30,33,38/03	13216	1	N48/02	14089	29	41/02*;34/03	14353	3	42/03
			13218	38	42,45,51/02;5/03	14090	2	33/02	14354	2	32,42/03
12273	53	36,45,50/02;5,15,17,19,30,33,38/03	13221	53	44,51/02;2,5,7,27/03	14091	6	41/02*	14357		N52/02
			13223	36	52/02;2/03	14110	42	32/03	14358		N36/02;N34/03
12274	33	37*,50/02;5,15,17,30,33/03	13224	36	44/02;5,27/03	14111	7	14,32,34,42/03	14360	36	33,36/02
			13226	5	44/02;6,7/03	14112	5	32,42/03	14373	2	34/03
12277	32	35/03*	13227	13	7/03	14143		N38/03*	14386	3	36/02
12278	72	36,45/02;19,25,30,33,38/03	13228	11	51,52/02	14144	29	38/03**	14415	4	33/02;36/03
			13229	27	39,42,45,52/02;1,7,19/03	14146	2	32/03	14420	27	40/03**
12280	3	37*,43,45,46,47,50,52/02;1,6,7,18,28,33,38/03	13230	46	2*,7,19/03	14151	2	37/02;32,34,38/03	14500	27	52/02*
			13232	4	39,42/02	14168		N37/03	14758		N32/03
			13233	16	10,39/03	14169	2	32,38,42/03	14773	16	26/03
12281	49	12,19,25,38/03	13236	29	45/02;1,7,19/03	14173	2	38/03	14774	16	15/03
12282	33	44/02;7,8,18,19,25,33/03	13237	39	27*,39/03	14174		N42/03*	14803	26	5/03
12283	24	8,18,25/03	13241	15	34,42/02	14176		N38/03*	14804	24	5/03
12284	15	7,42/03	13244	39	48/02;7,32/03	14177		N40/03*	14813	21	2/03*
12285	35	11*,14,19,22,34,36/03	13246	37	36*,42/03	14178		N40/03*	14816	23	5/03
12286	29	2*,4,6,42/03	13249	12	22/03*	14180	38	42/03**	14820	19	11/03*
12289	48	10*,19,22/03	13253	18	3*,8/03	14183	15	38/03**	14822	31	10/03*
12300	43	19*,39/03	13260	39	36*,39,42/03	14184		N32/03	14823	30	1/03*
12301	21	N37,N39,N42,N45/02;N5,N17,N39/03	13263	7	N36,N43,N48,N49/02;N1,N7,N9,N18,NP21,N23,N26,N29,N36,N39,N42/03	14185	2	40/03**	14826	27	4/03*
						14186	2	40/03**	14830	30	31*,34/03
12304	43	21*,26/03				14187	2	38/03**	14832	34	52/02*
12311	42	38/03*				14188	1	42/03	14835	31	39/02
12312	52	10*,15,24,32/03	13264	103	36,49/02;9,P21,26,29,39,42/03	14189	2	36,42/03	14836	27	42/02*
12313	49	35/03*				14190	2	37,42/03	14837	27	3/03
12314	30	46*,50/02;5,25,33,35/03	13267	30	52/02;1,7,9,36/03	14191		N38/03*	14838	3	52/02*
12316	29	2*,6,32/03	13270	59	33,34,40,43/02;1,2,7,12/03	14192		N38/03*	14839	36	9/03*
12317	31	37,50/02				14193		N38/03*	14842	12	39/02;2,4/03
12318	41	9*,32/03	13272	47	40/02;8,25,35/03	14195		N42/03*	14843	22	39,51/02
12323	23	40/02;4/03	13274	24	45,52/02;1,2,16,32,39,42/03	14196		N38/03*	14844	31	4/03
12324	30	2*,8/03				14197		N38/03*	14845	26	4/03
12326	49	35/03*	13275	27	45,52/02;1,2,7,16,42/03	14200	2	38/03**	14846	11	39,40/02;2/03
12327	96	1*,2,8,12,13,14,16,18,19,23,29,33,34,36,41/03	13276	22	36/03*	14201	15	38/03**	14847	30	40/02
			13278	25	1,9,32,39/03	14203	12	42/03**	14848	56	9,17,21,22/03
12331	30	8*,13,14,18,33/03	13279	30	20*,32,39/03	14204	21	38/03**	14850	51	7,21/03
12332	21	43,46/02;13,18/03	13282	11	21*,39/03	14205	7	38/03**	14852	45	19*,21/03
12333	32	46*,47/02;5,12,16,18,23,29/03	13283	18	1,9/03	14206	20	34/03	14853	14	26/03*
			13285	10	20/03	14208	28	38/03**	14854	13	17/03
12334	66	30*,34,36/03	13286	29	39*,40,50/02;1,9/03	14209		N38/03*	14864	26	37/02
12335	39	1,8,23/03	13288	40	36,43,50,51/02;29,42/03	14211		N40/03*	14865	16	4/03
12337	22	45/02;13,18/03	13290	35	39*,42/03	14212		N38/03*	14867	26	39/03*
12338	9	21/03*	13292	36	36,40/02;7,16,29,42/03	14213		N39/03*	14871	2	34/03
12339	43	23/03	13293	33	43,51/02;14,27/03	14214		N39/03*	14873	2	35/02
12341	26	36/03*	13295	11	2*,14/03	14215		N39/03*	14880	30	33/02;4/03
12343	18	37/02*;7,21,27/03	13296	25	43/02;27/03	14216		N39/03*	14881	31	33/02
12345	10	42/02*;21/03	13298	10	43,52/02	14218		N39/03*	14885	20	51/02
12347	29	27,29,35/03	13301	20	33,51/02;23,42/03	14219		N40/03*	14886	11	41/03*
12348	33	27,29,34/03	13302	21	41/02;2,7,9,32,42/03	14220		N39/03*	14901	14	52/02*;5/03
12350	57	39*,49/02;29/03	13303	12	48/02*;7,9/03	14221	26	40,46/02	14902	28	4/03
12352	29	34/02;17,39/03	13305	28	40,41,49/02;2,7,9,36/03	14222	16	40/03**	14903	23	31/03*
12353	17	39/03	13307	10	23,28/03	14223	18	38/03**	14904	26	40/03*
12354	40	38/03*	13308	11	40/02	14224		N39/03*	14905	29	35,37/02;5/03
12358	19	46*,49/02;1,7,10/03	13309	28	42/02*;9,32/03	14225	17	39/03**	14906	23	5/03
12362	16	49/02	13312	21	10/03*	14226	32	39/03**	14910	23	17/03*
12363	39	44/02;6,23,27,32,36/03	13313	19	41,49,52/02;6,9,36/03	14227	28	39/03**	14911	20	4/03
12364	34	20*,23,25,27,32,36,39/03	13315	11	49/02	14228	11	39/03**	14912	17	31/03*
12365	26	6,23/03	13316	22	28/03*	14229		N39/03*	14913	18	31/03*
12366	27	51/02;20,27/03	13318	18	38*,41,52/02;5,6,21/03	14240	6	34/02;1/03	14915	25	28/03*

**CHARTS AFFECTED BY NOTICE TO MARINERS
NM 33/02 THROUGH NM 42/03**

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Chart No.	Ed. No.	Notice to Mariners No.	Chart No.	Ed. No.	Notice to Mariners No.	Chart No.	Ed. No.	Notice to Mariners No.	Chart No.	Ed. No.	Notice to Mariners No.
14916	10	45/02*;17/03	16646	12	8/03	17522		N15/03	18473	7	4*,18,19,34,38/03
14917	23	3/03	16660	28	42/02;6,16/03	17523		N15/03	18474	7	45/02*;7,10,15,22,25,34,36,38/03
14918	26	17/03	16663	6	42/02;6,16/03	17524		N12,N15/03	18475	1	35/03
14922	19	51/02;9/03	16665	7	42/02;6,16/03	17525		N15/03	18476	4	39/02;7,9,28,34,38/03
14924	27	5/03	16680	10	6,32,37/03	17526		N15/03	18477	5	7/03
14926	10	32/03*	16681	10	37/02*	17528		N43/02;N6,N12/03	18480	29	2*,6,7/03
14927	24	35,37/02	16682	15	8*,17,19,37/03	17541	3	43/02	18484	10	40/02;15,29/03
14928	21	4/03*	16683	9	3,6,17,32,37/03	17542	6	47/02	18485	15	2*,10,29/03
14929	24	14/03*	16700	28	40/03*	17543	17	41/02	18500	28	39/02;12,22,28/03
14930	24	45/02	16701	19	37/03*	17545	13	43,47/02	18502	84	39,42,49/02;9,21,28,29,42/03
14931	24	35/02*	16702	11	37/03*	17546	22	42,43,47/02;24,34,35/03	18504	65	19*,35/03
14932	23	26/03*	16705	19	49/02;16/03	17548	28	16/03	18520	24	33,39/02;22/03
14933	24	35*,37/02	16707	10	34,37/02;16,20/03	17549	6	47/02;15/03	18521	69	34*,39,49/02;4,10,12,21,22,24,29/03
14934	27	17*,26/03	16708	25	37,49/02;16,20/03	17550	4	42,43,P44,45,47,48,52/02	18523	53	33/02;4,12/03
14937	24	52/02*;2,17/03	16709	22	49/02	18000	8	45/02;6,10,21,36/03	18524	33	33/02;4,6,10,24,29/03
14942	25	35/02	16712	1	16/03	18002	6	N45/02;N2,N6,N10,N21,N36/03	18525	33	33/02;4,9,29/03
14963	20	51/02	16713	2	49/02	18003	19	22*,41/03	18526	55	33/02;4,18,29/03
14965	21	11/03*	16741	9	46/02	18005	4	N34/02;N6,N10,N13,N21,N26,N40/03	18528	10	52/02*;18/03
14966	25	14*,21/03	16760	10	51/02;28/03	18006	3	N6/03	18529	10	52/02*
14967	22	5/03	16761	16	28/03	18007	31	33,34,37,38,39,40,47,52/02;18,22,24,26,35,41/03	18531	20	34/02;9,10/03
14970	25	40,46,51/02	17003	4	47,52/02;24,35,36/03	17008	12	43/02;36/03	18532	20	10/03
14973	27	15/03*	17005	10	41,45,47,52/02;24,34,35/03	17300	30	52/02*;21,39/03	18534	5	8/03*
14975	33	52/02*	17007	12	43/02;36/03	17302	18	51/02	18558	37	39/02
14985	9	41/03*	17008	12	43/02;36/03	17303	9	37/02	18561	11	33,39/02;10/03
14988	10	41/03*	17300	30	52/02*;21,39/03	17315	23	2*,16,21,25/03	18580	21	33,38,39/02
14995	11	52/02*	17302	18	51/02	17316	20	3,25/03	18581	17	49/02*;4,36/03
15043	3	34/03	17303	9	37/02	17318	5	39/03	18583	38	33,42,49/02;12/03
15044	3	34/03	17315	23	2*,16,21,25/03	17320	15	13,29,34,39/03	18584	47	39,49/02;4,6,30/03
15066	5	32/03	17316	20	3,25/03	17323	10	13,22,29,39/03	18587	68	33,39,42/02;4,6,9,10,21,27,36/03
15131	1	15/03	17318	5	39/03	17324	13	39/03	18588	37	22*,36/03
15562		N41/02;N16/03	17320	15	13,29,34,39/03	17325	7	29/03	18600	14	33,37,38,40/02
15569		N23/03	17323	10	13,22,29,39/03	17327	20	5/03	18601	13	10/03
15570		N23/03	17324	13	39/03	17360	33	31*,36/03	18602	12	26/03*
15585		N14/03	17325	7	29/03	17382	15	20*,36/03	18603	16	9*,10/03
15690		N35/03	17327	20	5/03	17383	1	49/02;8/03	18620	23	35/02*
15880		N41/02	17360	33	31*,36/03	17384	7	44/02	18622	52	49/02;21,25,27,35/03
15954		N47/02*	17382	15	20*,36/03	17385	14	14/03*	18623	11	34/02
16003	16	13,36/03	17383	1	49/02;8/03	17400	16	36/02;10,12/03	18626	15	37/02;10/03
16004	11	13,17/03	17384	7	44/02	17401	10	1,36/03	18640	24	26,38,42/03
16005	9	36/03	17385	14	14/03*	17402	10	46/02*	18643	17	26*,33,41/03
16006	33	6,32,35,36/03	17400	16	36/02;10,12/03	17406	6	25/03	18645	24	50/02;33,38/03
16011	35	38/02;8,29,31,32,35/03	17401	10	1,36/03	17409	10	39/02*	18647	15	2/03*
16012	21	38/02;34/03	17402	10	46/02*	17413	2	43,50/02;10/03	18649	62	33,36,38,41/02;4,6,21,26,33,38/03
16013	28	52/02;21,29,32,34,35,41/03	17406	6	25/03	17414	3	41/02	18650	51	33,38,41/02;4,21,26,33/03
16016	19	34/03	17409	10	39/02*	17416	3	10,14/03	18651	42	15/03*
16042	7	39/02*	17413	2	43,50/02;10/03	17420	26	36,37,42,43,50/02;1,10,12,14,20,36/03	18652	32	36*,40/03
16061	8	37,49/02;13,17/03	17414	3	41/02	17422	8	52/02*	18653	9	36,38,41/02;4,6,21/03
16200	13	36/03	17416	3	10,14/03	17426	13	37/02;1,16,20/03	18654	42	38,49/02;12,16,35/03
16220	5	36/03	17420	26	36,37,42,43,50/02;1,10,12,14,20,36/03	17427	7	21,36/03	18655	58	49/02;12,16/03
16300	8	52/02;3,8/03	17422	8	52/02*	17428	7	5,36/03	18656	53	19*,21,33,40/03
16305	9	8/03	17426	13	37/02;1,16,20/03	17429	2	N38/02*	18657	18	4,21,40/03
16322	7	8/03	17427	7	21,36/03	17430	10	5,36/03	18658	29	4,21,33,40/03
16363	12	38/02*	17428	7	5,36/03	17434	11	5,36/03	18659	14	49/02;7,16,21/03
16381	8	8,25/03	17429	2	N38/02*	17435	16	40/03	18660	2	29/03*
16440	13	37/02	17430	10	5,36/03	17436	6	20/03	18661	27	15*,16/03
16441	7	37/02	17434	11	5,36/03	17437	8	21/03	18662	20	7/03
16442	7	41/03*	17435	16	40/03	17438	12	50/02;10,14,15,21,36/03	18663	5	14/03*
16480	10	38/02;34/03	17436	6	20/03	17441	7	10,15/03	18666	1	21,33/03
16500	9	9,33/03	17437	8	21/03	17443	12	10/03	18680	30	6,13,33,35,38,40/03
16520	21	2,31,33/03	17438	12	50/02;10,14,15,21,36/03	17444	2	10,14,36/03	18685	32	36/03*
16528	16	9,33/03	17441	7	10,15/03	17446		N10/03	18687	13	8/03*
16529	14	50/02;9,33/03	17443	12	10/03	17460		N5,N36/03	18700	22	40/03*
16530	6	50/02;33/03	17444	2	10,14,36/03	17465	4	6,12/03	18703	25	40/03*
16535	12	2,21,31/03	17446		N10/03	17470		N23,N41/03	18704	12	37/02
16549	15	41/03*	17460		N5,N36/03	17471		N6/03	18720	31	35/02;4,6,10,12,25/03
16553	3	17/03	17465	4	6,12/03	17472	4	5,14,36,41/03	18721	11	35/02;6,10,39/03
16556	4	8/03*	17470		N23,N41/03	17474	4	43/02;5,10,36/03	18723	3	6/03
16561	1	29,35/03	17471		N6/03	17482		N7,N14,N41/03	18724	1	22*,25/03
16566	10	29/03	17472	4	5,14,36,41/03	17483		N41/03	18725	27	32/03*
16568	12	39/02*	17474	4	43/02;5,10,36/03	17484	3	41/03	18740	39	34,37,45,50/02;5,6,12,25,27,35,41/03
16575	1	39/02	17482		N7,N14,N41/03	17485	4	41/03	18741	18	N45,N50/02;N12,N27,N38/03
16576	3	42/02;6/03	17483		N41/03	17489	19	43/02	18744	30	37/02;35/03
16580	11	39/02	17484	3	41/03	17495	2	43/02	18746	34	34/02;5,13,41/03
16590	10	38/02*	17485	4	41/03	17503	4	43/02	18749	38	40/02;5,6,16,21,26,28,31,39,41/03
16592	9	16/03	17489	19	43/02	17513		N42,N43/02;N15/03	18751	42	40/02;5,6,16,21,26,28,31,39,41/03
16593	11	14/03*	17495	2	43/02	17515	7	6,15,16,36/03	18754	17	39/03*
16594	13	2/03	17503	4	43/02	17517	8	6,15,16,34/03	18757	10	13,41/03
16595	14	2/03	17513		N42,N43/02;N15/03	17518	7	P44,48/02;16,18,20,41/03			
16596	12	39/02*	17515	7	6,15,16,36/03	17519	13	16/03			
16597	8	43/02	17517	8	6,15,16,34/03	17520	2	N6,N16,N34/03			
16598	9	43/02	17518	7	P44,48/02;16,18,20,41/03	17521		N15/03			
16599	6	43/02									
16603	7	42/02;6/03									
16606	11	37/02*;21/03									
16608	3	6/03									
16640	24	21/03									

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NM 33/02 THROUGH NM 42/03

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18758	6	35/02*;16,33/03	21584	2	41/03	22370	2	15,19,26,30,33,34/03	24153	6	39/03
18760	6	N34,N35,N45,N50/02; N6,N25,N35,N36/03	21601	4	31/03	22371	5	30,32,33/03	24161	11	42/02;7,28,32,39,40/03
18765	15	45,50/02;12,27/03	21603	9	5,31,36/03	22373	1	N50/02;N10,N24,N30, N32,N33,N34/03	24162	9	42/02;6,7,28,32,39,40, 42/03
18766	7	45,50/02;12,27,36/03	21605	7	31/03	22375		N10,N15,N26,N37/03	24164	6	39,41/03
18768	4	N45,N50/02;N12,N27, N36,N38/03	21661	12	6/03	22377	1	N10,N13/03	24170	14	5,6,35/03
18772	47	21/03*	22004	38	34,36,39,41,43,52/02;16, 29/03	22379	1	N50/02;N10,N30,N32/03	24171	19	5,6,37/03
18773	39	40*,41/03	22008	35	34,36,39,41,43,44,48, 52/02;6,14,17,29,32, 38/03	22381		N43/02	24172	4	5,6/03
18774	10	35/02*;10,16/03	22012	31	34/02;6,29,32/03	22395	2	42/02;15,19,22,26,30/03	24180	15	8,40/03
19002	9	N37,N51/02;N16,N23, N29/03	22032	20	19,40/03	22401	4	N23*,N30/03	24202	6	31,35/03
19004	36	35,37,51/02;23,29,30/03	22036	28	47/02	22403	1	N45/02	24210	14	42/03
19007	16	51/02;16,23,29,30/03	22050	4	12,26/03	22404	15	46/02	24220	14	39/03
19008	4	16,23,29/03	22052	6	46/02;25,34/03	22406	1	N1/03	24222	3	39/03
19009	4	16,23,29/03	22082	4	13,25,38/03	22407	1	N4,N11,N18,N30/03	24223	33	39/03
19010	17	45*,51/02;23,29/03	22084	4	42/02;35,37/03	22408	1	N10,N21/03	24233	15	36,43/02
19013	16	51/02;29,30/03	22092	2	43/02;4,17/03	22409	4	N45/02;N10,N17,N22/03	24234	3	35/03
19019	9	28/03*	22100	3	12/03	22410	32	43,44,46/02;19,23,40/03	24240	5	39/02;7,39/03
19320	16	35,37,51/02;5,16,23/03	22101	19	43/02;37/03	22413		N45/02;N22/03	24250	5	39/02;7,39/03
19324	22	35/02;5,23/03	22102	19	17/03	22417	1	N10,N25/03	24251	23	34,43/02;6,39/03
19327	10	23/03	22109	3	17/03	22418	2	36,44,46/02;19/03	24252	5	39,43/02;6,39/03
19330	9	27/03	22111	4	17/03	22420	2	4,11,15,19,30,40/03	24260	5	34/02
19331	7	23/03	22112	3	43/02;17,37/03	22421	4	N43,N44,N46/02;N11, N23,N25,N26,N27/03	24270	3	17,29/03
19339	1	N35,N49,N51/02;N5, N13,N30/03	22113	8	12,17/03	22423	3	N11,N25,N27/03	24271	14	17,29/03
19340	26	35,49,51/02;5,13,29,30, 36/03	22114	5	42,43/02;17,33,37/03	22424		N27/03	24272	2	17,29/03
19347	17	29/03	22117	3	37/03	22425	2	44,46/02	24290	3	36,43/02
19348	7	29/03	22120	3	34,36,39,41,43,52/02;29, 32/03	22427	1	N43,N44,N46,N50/02; N11,N23,N25,N26, N40/03	24291	4	36/02
19353	12	27/03	22121	9	34,36,44,52/02;29,32/03	22429		N46/02;N10,N14,N17, N19,N27/03	24292	4	36/02
19357	22	42*,49,51/02;5,13,30, 36/03	22125	1	36/02	22430	6	19/03	24293	6	36/02;37,42/03
19359	10	12,16/03	22126	1	36/02	22433	3	39,47/02;11,14,35/03	24294	22	36/02;37/03
19360	1	N37,N51/02	22130	2	44/02;14,17,29,32,38/03	22434	2	35/03	24320	4	34,43/02;6,17/03
19361	7	30/03	22138	2	41,44,48/02;6/03	22436	2	39/02;10,14/03	24321	3	6/03
19362	12	49/02	22140	2	34,36,44/02;25/03	22440	1	19/03	24322	6	34/02;6,17/03
19366	36	49/02;5/03	22142	2	39,41,43/02;25,40/03	22441	31	44/02	24350	2	51/02;18/03
19367	37	49/02;10/03	22143	4	26*,29/03	22471	31	44/02	24355	2	51/02;25,37/03
19369	5	49/02;10,36/03	22145	2	N41/02;N25/03	22481	35	43,44/02;19/03	24360	1	25/03
19379	1	N51/02;N5,N13,N30/03	22160	2	34,39,41,48,52/02;25/03	22482	16	44,50/02;23/03	24370	1	34/02
19380	14	51/02;5,13,30/03	22170	3	39/02;6/03	22492	3	34/03	24375	2	34/02;38/03
19381	8	49,51/02;26/03	22172	8	48/02*;4,6,29/03	22521	3	12,17,34/03	24376	1	38/03
19382	15	26/03	22173	36	48/02*;6,17,29/03	22523	3	12,17,34/03	24380	2	35/02
19383	17	49/02;5/03	22180	2	34/02;32/03	22529	3	12,17,35/03	24404	8	35,44,48/02
19401	8	10/03*	22181	16	39,41/02;29/03	22531	2	12,17,35/03	24405	10	35,36,44,48/02
19402	6	9/03*	22182	6	34/02;14,29/03	23010	4	38/02	24406	30	2/03
19421	7	8/03*	22183	3	32/03	23020	4	22/03	24408	21	36,44,48/02
19441	7	28/03*	22190	2	29/03	23030	6	38/02;21,22,37,42/03	24410	2	44/02
19442	5	14*,26/03	22205	2	12,18/03	23121	7	17,20/03	24430	5	39/02;8,11,31/03
19461	7	10/03*	22221	20	12,31,34/03	23122	8	33/02	24431	14	39/02;31/03
19483	6	11/03*	22222	1	4,12,31/03	23124	3	N17,N20/03	24434	4	39/02
21005	5	45/02;2/03	22225	2	12,18,40/03	23125	4	17/03	24450	3	26/03
21008	62	39,42,43,50/02;1,2,36/03	22233	29	13,18,25,37/03	23131	7	12,22/03	24453	5	26/03
21011	5	2/03	22250	2	42/02;12,18/03	23141	7	34/02;22,37/03	24454	5	5,26/03
21014	72	42,50,52/02;2,3,4/03	22251	11	12,28/03	23142	10	8,37/03	24460	4	39,47/02;15,29,32/03
21017	50	41,50/02;4,5,6,9/03	22259	4	20,24/03	23145	3	37/03	24461	4	16,38/03
21020	42	41/02;5,6,7/03	22263	1	26,37/03	23150	10	37,52/02	24462	5	47/02;16,29/03
21021	3	45/02;13/03	22264	2	42/02;13,18,20,24,26,37, 41/03	23151	3	12/03	24463	6	39/02;12,15,25,26,38/03
21023	41	34/02;7,8,9/03	22275	3	42/02;12,18,26/03	23152	3	37/02;12/03	24465	6	33,47/02;38/03
21033	46	1,16/03	22281	9	12,18/03	23153	8	12,13/03	24469	1	46,47/02;13/03
21036	7	1,16/03	22282	17	12/03	24004	36	41,42/03	24470	4	39,47/02
21120	27	47,50,51,52/02	22283	3	N12/03	24016	53	39/02	24480	1	41,44,45,49/02;24,27, 42/03
21121	18	47/02	22284	7	N10,N38/03	24024	46	18,25/03	24482	2	49/02;31/03
21122	5	47/02	22290	4	18,30/03	24028	6	48/02	24483	2	49/02
21125	13	51,52/02;36/03	22293	15	18,26,37,38/03	24050	11	34,38,49/02;20,31,32, 33/03	24484	3	49/02;31/03
21126	1	50/02	22294	15	12/03	24052	15	37,38/02;14,19,21,30, 42/03	24490	3	25,27/03
21140	1	45,50/02;12,27,36/03	22305	2	18,24,30,34/03	24053	16	19/03	24491	3	27/03
21141	23	48/02	22311	19	8/03	24055	6	37,49/02;14,19,21,42/03	24492	20	46/02
21160	1	45/02	22312	2	13,30/03	24057	4	38,49/02;20,30,33,42/03	24501	3	27/03
21161	19	43,48/02	22313	2	44/02;8,18,38,40/03	24058	2	37,38/02;19,22,28,29,30, 42/03	24502	6	46/02;27,34/03
21180	1	2,7/03	22322	11	33/03**	24060	2	34/02;17,32/03	24504	7	41,45,46/02;42/03
21182	34	39/02	22331	2	N10,N19,N24/03	24080	5	17/03	24508	3	22/03*
21200	1	2/03	22335	4	19/03	24091	6	6,21/03	24509	2	45,50/02;15,25,34,42/03
21301	13	3,12/03	22341	9	43/02;11,21,29/03	24092	14	6/03	24510	2	41,45,46,50/02;42/03
21342	28	41,44/02	22342	9	21,29/03	24101	3	37,41/02	24511	2	24,42/03
21384	3	6/03	22343	1	N43/02;N10,N11,N21, N41/03	24102	3	37,41/02	24512	3	44,46/02;24,25,38,42/03
21401	20	7/03	22344	6	N23/03*	24110	3	35/03	24513	18	46/02;38,42/03
21441	27	34,44/02	22345	11	42/02;24/03	24130	14	5/03	24517	2	46,49/02;25,40,42/03
21478	3	9,16/03	22347	6	N23/03*	24140	18	41,42/03	25001	7	15/03
21482	1	36/03	22351	1	N43/02;N12,N35,N41/03	24141	4	5/03	25017	5	15,25,31,34,39/03
21510	1	9,16/03	22352	6	12,19,24,35/03	24142	43	5,6/03	25018	9	15,25,31,34,39/03
21520	1	29/03	22360	2	19/03	24150	27	41/03	25480	1	35,48/02
21521	14	29/03	22361	2	N10,N30,N32,N33, N34/03	24151	4	41/03	25481	1	42,46/02
21525	19	38/03				24152	2	41/03	25485	45	36/03
21525	19	38/03							25487	2	36/03
21563	3	45/02							25524	43	33/02;1,5,20,24,26,32/03
21581	5	41/03							25525	17	1,5,26/03
									25526	2	33/02;24,32/03

**CHARTS AFFECTED BY NOTICE TO MARINERS
NM 33/02 THROUGH NM 42/03**

Note: N indicates Not For Sale; P indicates Preliminary; T indicates Temporary;
* indicates New Edition/New Chart; ** indicates Chart Canceled

Chart No.	Ed. No.	Notice to Mariners No.	Chart No.	Ed. No.	Notice to Mariners No.	Chart No.	Ed. No.	Notice to Mariners No.	Chart No.	Ed. No.	Notice to Mariners No.
25527	31	33/02;24,32/03	27102	11	28/03	35302	7	17/03	37120	2	39,42,49,51/02;4,6,21,23,24,25,26,27,30,32,39,42/03
25528	5	42/02	27120	4	41,43,44/02	35303	7	40/02;17/03	37121	11	25/03
25550	2	21/03	27142	5	9/03	35308	5	10/03	37122	12	48/02;19,31/03
25563	50	33/02;14,18,21/03	27160	2	8,13,35/03	35330	2	38,41/02	37123	9	49/02;6,20/03
25565	7	33/02	27161	4	8,13/03	35350	2	38,41/02	37125	15	42,49/02;6,9,20/03
25566	27	18,30/03	27163	21	49/02;8/03	35402	3	38/02	37126	8	41/02
25567	16	21/03	27183	8	1,9/03	36005	2	34,36,38,45,46/02;P12,14,17,24,25,27,31/03	37127	11	49/02;4,6,20/03
25570	3	16/03	27186	8	1,9/03	36010	27	38/02;5,15,16,20,23/03	37129	6	39,42,49/02;4,6,20,23,24,30,42/03
25575	4	35,39/03	28004	1	45/02;8,9,22/03	36015	2	36,46/02;27/03	37133	4	44/02
25600	47	25,27/03	28006	1	8/03	36040	16	1,15/03	37134	5	38/02
25607	4	39/02	28050	3	34/02;26,42/03	36046	5	38/02	37136	6	38,46,50,51/02;30/03
25608	21	16,26,34,38/03	28084	4	17/03**	36060	17	38/02;5,8,20,21/03	37137	6	46,48/02;30/03
25613	2	25,27/03	28150	3	8/03	36061	5	46/02;20/03	37139	8	1/03
25640	40	15,25,31,34,39/03	28154	2	38/03	36062	11	40*,46/02	37140	33	35,49,51/02;4,6,16,24,25,30,32,42/03
25644	13	20/03*	28190	2	41,43,45,46/02;18/03	36098	6	5/03	37141	29	36,40,48,51/02;1,4,12,17,19,24,27,31/03
25646	7	N42/02	28196	4	41,43,45/02;18/03	36102	6	13/03	37145	23	46,50/02;4/03
25649	18	35/02;4,31/03	28197	4	45/02;18/03	36103	9	13/03	37147	15	35,36,40/02;1,10,12,16,17,19,25/03
25650	33	25,30,31,39/03	28202	22	41,44/02	36125	7	4,30/03	37148	13	35,38/02;4,10,11,27/03
25653	13	8/03*	28210	2	33,35,39,41/02	36127	4	38/02	37149	10	44/02
25659	9	20/03*	28220	2	35,39/02	36137	4	38/02	37150	8	14,19,26,27,32,33,35,37,39,41/03
25663	27	17,30,39/03	28221	18	33,37,39/02;5/03	36138	3	39/02;4/03	37161	14	34,43/02;1,14,19,24,41/03
25664	15	17,30,39/03	28223	4	35,39/02	36139	4	4/03	37162	12	21,26,27,30,32,33,35,37,39,40,41/03
25666	17	17/03	28260	30	35,37/02	36140	12	36,41/02;4,10,27/03	37163	19	32/03
25667	20	15/03	28263	3	35,37/02	36141	7	4/03	37164	4	23,26,27,30,32,35,37/03
25668	18	48/02;13,34/03	28264	3	35,37/02	36143	4	34/02;5,30/03	37165	2	34,36/02;10,12,13,15,21,23,26,27,28,30,32,34,35,37,39/03
25670	41	38,48,49/02;4,5,13,20/03	28265	3	37/02	36161	10	34,44,45,47,50/02;4,10,18/03	37166	2	14,19,21,26,27,30,32,33,34,35,37,39,40,41/03
25671	18	21/03*	28281	32	36/02	36162	10	35,45,47,50/02;4,18/03	37170	11	38/02;14,19/03
25673	15	42/02	28282	2	35/02	36163	13	34,35,38,44,45,47,50/02;4,18/03	37171	2	5,27,30/03
25675	9	20/03*	28300	1	39,50/02	36164	7	34,38,44,46/02;8,15/03	37172	20	38/02;27,31,35/03
25677	20	32*,39/03	28302	16	33,39,40/02;12/03	36165	6	36,44/02;10,27,30/03	37175	14	35,47,48/02;24,27/03
25679	10	20/03*	28310	2	33,35,39/02	36167	2	40/02	37180	20	48,51/02;10,24/03
25681	16	28*,34,39/03	28320	6	33/02	36173	1	40/02	37182	14	48/02;5/03
25683	18	32*,34,39/03	28325	2	5/03	36180	23	36,40,50/02;4,27/03	37183	9	28,30,35/03
25685	9	22/03*	29002	9	18,29/03	36181	18	36,40,50/02;4/03	37184	8	48/02;5/03
25687	12	30/03*	29015	5	16/03	36182	6	36,40/02;27/03	37200	15	22,27/03
25700	3	15/03	29040	3	39/03	37000	22	47,48/02;14,23/03	37202	2	39/02;22,24,30,40/03
25720	3	33/02	29107	2	29,36/03	37005	16	41,45,47/02;5,12,13,15,23,28,29,30/03	37221	13	34,36/02;6,10,11,12,13,14,15,21,23,29,30,32/03
25800	3	36/02	29127	4	29,39,42/03	37010	23	41,45,47/02;10,12,13,15,19,23,27,28,29,30/03	37222	13	21,22,30/03
25841	9	36/02	29141	3	29,39/03	37032	2	1,6,25,31,38,42/03	37223	14	42/02;21,26,27,30,32,34,35,39/03
25848	25	5,13,15/03	29142	3	7/03	37033	2	47/02;33/03	37224	11	22,23,30,37/03
25849	13	42/02;12/03	35000	26	47,48/02;14/03	37034	2	8,14,33,41/03	37226	17	39/02;8,9,12,14,17,21,23/03
26001	4	9/03	35008	21	45,48,50/02;5,25,27/03	37041	15	50/02	37228	14	8,14,23,27,29,30/03
26050	1	34/02;26/03	35009	19	40,41,45/02;5,10,14/03	37042	5	41,45/02	37229	15	8/03
26060	1	49/02;42/03	35011	2	48/02;1,25/03	37043	17	43/02	37230	14	39/02;28/03
26068	11	18/03	35036	21	36/02;10,15,27/03	37044	16	45/02	37231	18	6,10,12,14/03
26081	8	46/02;16,42/03	35040	18	45/02;4,8,10,14,21/03	37045	11	45/02	37232	12	29,31/03
26100	4	31/03	35041	8	35/02;4/03	37046	18	43/02	37234	13	7,8,31/03
26122	30	22/03*	35042	9	44/02;4,14/03	37050	9	42,46/02;10,12,17/03	37235	11	17/03
26125	3	41/03	35044	9	38/02	37060	3	46,50/02;9,13,18/03	37238	6	17,21,30,33,37,40,41/03
26127	21	49/02;5/03	35047	5	35/02	37061	15	36,38/02;5/03	37241	17	26,27,30,32,33,35,37,39/03
26128	50	49/02;5/03	35060	14	40,41/02;10,14/03	37063	21	36,50/02	37242	10	26,30,32,35,39/03
26129	11	41/03	35080	16	40/02	37075	3	5,18/03	37243	7	27,30,32,37/03
26142	10	33/02	35081	15	22,27/03	37080	3	33,34,38,40,42,44,45,46,51/02;1,4,7,9,14,15,18,20,21,22/03	37244	11	23,26,27,28,30,32,33,35,37,39/03
26210	2	36/02	35082	7	22,27/03	37081	23	38,43,50/02	37246	14	21,24,27,30,32,33,35,39,40/03
26218	2	31/03	35083	8	20/03	37082	9	44,50/02;11/03	37248	18	39/02;21,23,24,26,27,30,32,35,40,41/03
26219	5	31/03	35084	15	50/02	37084	9	38,40,43/02	37258	4	1,11,22/03
26229	11	31/03	35086	5	22/03	37085	8	38,40/02	37260	10	1,7,11,20,22/03
26230	12	31/03	35088	2	50/02	37086	8	38,40/02	37262	20	1,11/03
26240	7	9/03	35099	3	41/02	37087	7	38,50/02;4/03	37264	3	1,15,22/03
26244	3	9/03	35100	14	40,45/02;5,30/03	37088	9	38,40/02	37265	3	1,7,17,32/03
26245	16	51/02;15/03	35101	6	41/02	37089	12	4,13/03	37281	15	1,15,22/03
26259	2	51/02	35103	5	41/02	37090	8	45,51/02;1,7,9,14,16,22/03	37320	16	38,44/02;9,10,11,P12,15,17,21,24,36,38/03
26261	27	8/03	35120	13	40,45,47/02;5,30/03	37095	3	1,7,9,11,14,15,16,20,22,32,39/03	37325	8	34,39,47/02;15,18/03
26262	3	8/03	35130	3	48,51/02;5/03	37104	3	41/02	37326	2	34,47,51/02;15,18,21,36/03
26282	6	22,23,34/03	35135	1	5/03	37106	4	32/03	37328	2	42,44/02;11,15,21,24/03
26290	1	21/03**	35136	2	48,51/02	37110	11	47/02;20,25,31,32,39/03	37330	2	34,38,40,46/02;9,13,14/03
26295	1	21*,22,34/03	35141	11	34/02	37112	1	47/02			
26300	7	21/03*	35143	7	34/02	37115	2	33,47/02;7,25,31,32,39/03			
26308	5	21*,22,23,34/03	35144	3	11/03						
26309	26	11/03	35150	3	48/02						
26312	2	21/03	35155	3	25/03						
26316	3	21/03	35163	7	44/02						
26320	5	35/02;7,12,22,23,25,31,40/03	35166	4	35/02						
26323	4	1/03	35167	3	35/02						
26327	2	N41/02*;N17/03	35169	2	35/02						
27005	4	6,8,9,22,23,34/03	35200	7	48,51/02;5,25/03						
27040	5	9/03	35236	2	38,50/02						
27041	4	50/02	35246	2	38,43/02						
27042	21	41,42/03	35247	4	50/02						
27060	2	22,23,34/03	35255	3	50/02;14/03						
27080	4	15,22,39/03	35256	2	14/03						
27081	6	49/02	35270	2	38,46/02						
27082	6	49,51/02	35276	3	46/02						
27083	39	28/03	35277	3	38,46/02						
27084	4	13/03	35279	3	38/02						
27100	2	8,21/03	35299	9	13/03						
			35301	6	17/03						

CHARTS AFFECTED BY NOTICE TO MARINERS
NM 33/02 THROUGH NM 42/03

Note: N indicates Not For Sale; P indicates Preliminary; T indicates Temporary;
* indicates New Edition/New Chart; ** indicates Chart Canceled

Chart No.	Ed. No.	Notice to Mariners No.	Chart No.	Ed. No.	Notice to Mariners No.	Chart No.	Ed. No.	Notice to Mariners No.	Chart No.	Ed. No.	Notice to Mariners No.
37342	3	2,11,15,21/03	43240	4	50,51/02	44100	7	44/02;2,9,11,12,13,22,31,40,41/03	44430	2	6,10,11,14,19,24,25,40/03
37343	10	45/02	43242	4	52/02						
37344	11	34/02;21,38/03	43243	4	50,51/02	44105	2	49/02;5,6,8,24,26,27,41/03	44444	6	9,12,30,34,35,36,38,41/03
37360	15	34,43/02;2,9,10,11,15,17,21,24,31,36,38,39/03	43248	3	9/03						
37362	6	43,48,51/02;1,2,4,17,22,32,33,38,39/03	43263	7	44/02;37/03	44120	7	2,9,10,15,19,20,22,23,24,27,33,39,40,41/03	44461	10	6,10,24,25,26,28,31,36/03
37363	8	48/02;4,17,32/03	43270	2	44/02	44140	8	50/02;1,6,19,21,23,24,26,31,40/03	44462	4	27,39/03
37367	1	38,49/02	43280	5	44/02;37,40/03				44463	9	24/03
37380	2	34,40,42,43,44,48,51/02;9,10,17,21,38,39,41/03	43281	6	27,37/03	44160	7	46/02;1,4,5,6,11,13,14,15,20,26,31,41/03	44465	2	6,25/03
37400	10	34,38,40,41,44,46/02;6,10,20,31,34,36,41/03	43283	6	27,37,40/03				44481	2	24,26,31/03
37401	9	44/02;4,6,13,14,16,22,31,36/03	43284	4	51/02;40/03	44161	2	50/02;1,2,6,10,21,35,39,41/03	51007	22	38/02;7,27,33,40/03
37402	7	41,42,44,50/02;4,13,14/03	43285	5	44/02				51013	4	38/02;7,21,33,36/03
37403	23	10,41/03	43287	2	27,37/03	44162	1	50/02;1,24/03	51017	31	37/02;24,40/03
37420	1	34,43/02;1,7,41/03	43300	5	44,47,50/02				51022	11	37/02
37421	8	14,21,41/03	43301	4	45,50/02	44163	1	48/02	51061	14	1,7,15,17,19,21,22/03
37423	5	14,21,41/03	43302	4	44,47,50/02	44164	1	46,48/02;1,11,18,22/03	51062	28	15,17,19,22/03
37443	2	38/03	43303	4	41,47,50,51/02	44165	1	46/02;1,5,6,11,20,22,24,34,39/03	51064	2	52/02;1,17/03
37445	1	48/02;1,34,38/03	43304	2	44,47,50/02	44178	2	2,5,7,10,16,26,27/03	51081	10	5,6,13,15,17,21,22/03
37446	2	1,34/03	43321	6	41,47/02	44179	2	10,16,35,39/03	51082	7	5,7,13,15,17,21,22/03
37461	9	51/02;6,20,25,36/03	43323	4	27/03	44180	6	34,45,46/02;1,2,5,7,8,9,20,26/03	51100	7	1,6,7,8,9,14,27,33,34,41/03
37463	6	1/03	43324	4	27/03						
37481	7	47,48/02;6,7,14,30/03	43341	7	41/02;12/03	44181	5	5,10,13,20,21,27/03	51103	10	33,45/02
37501	3	46,47/02;7,8,20,33/03	43342	7	26/03	44182	4	48,49/02;1,2,15,18,27,42/03	51104	1	33,45/02
37505	2	46/02;7,33,41/03	43343	3	39/03				51120	6	6/03
37506	4	45,46,47,51/02;8,20,33/03	43345	4	1/03	44183	6	48/02;1,6,8,9,10,19,20,25,27,35,39/03	51135	1	22/03
38320	3	35/03	43360	21	6,10,13,17,20,21,28,30,32/03				51142	2	6,13,15,22,33,40/03
38528	4	N20/03	43363	5	45/02	44184	9	45,49/02;2,10,13,20,22,32/03	51143	4	6,40/03
38580	8	18/03	43364	5	45,46/02	44185	7	45,49/02;1,2,10,27,32/03	51144	3	52/02;1,15/03
38585	4	18/03	43371	13	38/03	44186	2	45,46,48/02;1,2,5,8,9,10,15,16,25,27,29/03	51145	2	42/02;13,22/03
41000	2	15/03	43373	8	45/02;17,20,40,42/03				51146	3	42,52/02;5,36/03
41060	3	34/02	43375	7	46/02;6,7,10,12,16,18,23,42/03	44187	2	5,6,9,13,25,27,39/03	51150	1	50,51/02;1,13,15,22,33,40/03
42003		N23/03**	43378	2	38/03	44192	1	46,48/02;1,18,23,39/03	51154	3	50,51/02;13,15/03
42004	1	N23/03*	43384	1	48/02;4,5,6,7,10,11,12,13,15,16,17,18,23,25,26,27,32/03	44193	1	1,7,15,18/03	51155	1	50,51/02;1,15,22/03
42160	3	7,38/03	43385	1	45,48/02;5,11,13,20,23,24,26,42/03	44200	9	34,52/02;4,9,12,13,22,27,37/03	51158	2	6/03
42301	3	38/03	44001	2	48,49/02;1,6,7,8,9,11,13,14,22,23,26/03	44203	1	33,48/02;2,5,15,25/03	51159	3	47/02;39/03
42560	5	31,38,40/03	44015	8	48,49/02;6,7,8,9,10,11,13,14,24,26,40/03	44204	1	48,52/02;2,4,5,7,12,13,27/03	51160	20	48,50,51/02;1,4,5,6,7,14,15,21,22/03
42580	5	40/03	44030	7	46/02;4,8,9,13,19/03	44205	2	48,52/02;2,5,7,12,15,19,22,26,27,29,31,39/03	51163	4	4/03
42600	5	14,30,40/03	44036	5	13,16,17,20,23,28,30,32/03	44206	1	46/02;4,5,13,16,17,19,24,28,40/03	51164	18	38,45,46,50/02;2,4,8/03
42620	5	14,38/03	44037	5	16,22/03	44207	1	4,5,17,19,23,28,40,41/03	51165	8	45,50/02;2,4,8,10,14,16,39/03
42640	6	38,40/03	44040	23	44/02;6,10,13,16,17,20,22,23,24,28,30,32/03	44220	5	46/02;4,5,13,16,21,40/03	51180	5	13,16/03
42660	5	38/03	44041	7	48/02;1,9,10,13,16,20,23,28/03	44221	1	19,21/03	51200	4	14/03
42740	5	34,41/02;6,25,31,40/03	44042	7	44,45,49/02;4,7,9,10,11,17,19,20,25,27,28,29,32/03	44222	1	6,13,21,24/03	51220	8	33/02;18/03
42742	3	6,8,30/03	44043	8	44/02;1,6,9,10,11,13,16/03	44224	1	49/02;5,20,21,24,42/03	51222	6	51/02;16/03
42760	5	8,19,24,25/03	44044	6	6,10,13,16/03	44240	8	49,50/02;4,7,13,14,15,16,19,21,25,39/03	51223	2	17,18/03
42762	3	N25,N30/03	44045	6	22/03	44243	2	5/03	51240	2	33/02
43000	4	9/03	44046	10	22,24/03	44260	7	2,5,6,13,21/03	51260	4	37,50/02;16,18,28/03
43015	12	9/03	44047	22	44/02;10,12,22,24,30,31,32,40/03	44280	9	34,49,50/02;2,6,12,15,19,22,34/03	51261	23	5,6,13,15,19,40/03
43030	24	2,9,10,11,12,13,15,17,22,27,28,30,32/03	44048	11	5,12,18,22,25,27,31,40/03	44281	2	49/02;12,15,19,21,22,27/03	51263	23	49/02;13,17/03
43040	6	38/03	44049	9	44,46,50/02;8,14,22,24,30,31,40/03	44282	1	49,50/02;13,17,19,21,26/03	51341	23	48/02;6,16,34/03
43058	3	20/03	44050	21	20,31,32/03				51342	3	1/03
43059	3	44/02;20/03	44051	1	44,48,50/02;1,11,14,22,25,26,27/03	44283	2	50/02;8,21/03	51344	2	5,7,16,18/03
43060	4	44/02;27/03	44057	5	29,30/03	44284	2	41/02;6,42/03	51380	5	47/02;42/03
43079	2	41/02	44061	21	24,32/03	44285	1	2,15,40/03	51420	5	42/03
43082	5	41/02	44062	8	28,40/03	44286	1	2,27,40/03	51440	4	42/03
43101	3	46/02	44063	8	17/03	44310	5	41,42/02;7,37/03	51500	6	20/03
43102	4	46/02	44064	19	22,28/03	44313	1	41,47/02;36,37,39,40/03	51540	3	22/03
43104	4	46/02	44065	7	42/02;16,17/03	44319	2	41,42/02;4,6,9,10,P20,26,27,28/03	51559	3	41/02
43106	6	44/02	44066	10	39/02;31/03	44320	4	6,8,9,15,P20,25,26,37/03	51580	13	41/03
43127	5	20/03	44067	22	16,17,28/03	44321	6	40/02;6,8/03	51600	12	20,39/03
43140	4	41,48,52/02;12,35,38/03	44068	11	44/02;10,11,13,40/03	44340	11	37/02;4,6,8,9,15,17,P20,26,33,37/03	51620	10	20,39/03
43141	5	52/02;12/03	44069	16	11,13,17,22,23,40/03				51621	9	20/03
43142	4	52/02;12/03	44070	7	28/03	44341	7	37,41/02;7,9,P20,26/03	51641	4	32,34,40/03
43143	4	12/03	44071	4	29/03	44342	8	37,41/02;6/03	52039	1	6,21/03
43144	4	6,12/03	44072	4	40/03	44352	2	4,6,7,8,12,15,17,19/03	52040	17	43,50/02;13,16,18,34/03
43145	4	12/03	44073	4	42/02;13,23,40/03	44360	9	34,37,41,42/02;4,9,10,20,27,28,30,31,32,37,39/03	52042	6	22/03*
43146	2	48/02;34,35/03	44074	5	9/03				52043	21	46/02;6,7/03
43147	3	35,38/03	44075	4	42/02;9,13/03				52045	6	36/02
43150	2	N34,N35,N38,N41/03	44082	11	9,33/03				52046	21	50/02;6,7,16,18,21/03
43160	6	34,35,36,38,41/03	44083	8	9,11,24,25,26/03				52047	11	7,8,34/03
43161	2	41,44/02;35,41/03	44084	1	6,11,26/03				52048	3	8/03
43162	3	41/03							52051	1	43/02
43163	3	44/02;41/03							52052	1	43/02
43164	3	48/02;6,34/03							52054	1	14/03
43167	5	36,42/03							52055	1	14/03
43168	2	36,42/03							52060	16	43,50,51/02;7,12,P20,26,29,34/03
43180	5	9/03									
43182	4	47,52/02									
43204	4	36/03									
43223	4	41/02									
43225	4	52/02									

CHARTS AFFECTED BY NOTICE TO MARINERS NM 33/02 THROUGH NM 42/03

Note: N indicates Not For Sale; P indicates Preliminary; T indicates Temporary;
* indicates New Edition/New Chart; ** indicates Chart Canceled

Chart No.	Ed. No.	Notice to Mariners No.	Chart No.	Ed. No.	Notice to Mariners No.	Chart No.	Ed. No.	Notice to Mariners No.	Chart No.	Ed. No.	Notice to Mariners No.
52080	14	50,51/02;4,7,10,11,12,14, 20,P20,26/03	53181	4	34/02;1,13,21/03	54339	8	12/03	55131	1	36,45/02;6,19,25,38, 39/03
52082	3	45,46,48/02;11,12,20, P20,26/03	53182	4	36/02;15,16/03	54340	8	48,51/02;3,4,24/03	55133	3	5,14,34,36,38/03
52083	2	45,46,51/02;1,16/03	53183	13	35/02;20/03	54341	4	23/03	55139	5	41/02
52084	2	45/02;4,10,11,12,14, 18/03	53184	5	35/02;1,6,13,18,20/03	54343	10	48/02;4,5,11,12,13/03	55140	2	1,5,14,29,33,34,35,36, 42/03
52085	3	50,51/02;4,11,16/03	53200	6	33,36,43/02;5,6,7,15,16, 20,30/03	54344	6	48/02;24/03	55150	2	37/02;15,36/03
52086	2	45,50,51/02;1,4,9,11,14, 36/03	53201	6	51/02;18,21,38/03	54346	8	11,12,13/03	55160	2	42/02;29,41,42/03
52087	1	51/02	53202	6	15,17/03	54347	4	51/02	55161	1	17,41,42/03
52088	2	45/02;4,10,11,12,14,18, P20,26/03	53203	11	5/03	54352	3	52/02;1,3,33,37/03	55170	2	36,41/02
52092	1	46,51/02;16/03	53205	3	5,26/03	54359	2	38/03	55180	2	33/02;1,15,29,33,36,39, 42/03
52120	12	51/02;6,11,16,18/03	53206	6	5,25/03	54360	12	52/02;20,21,34/03	55190	2	6,20,27,39,40/03
52121	8	45,46/02;1,6,8,11,16, 23/03	53220	6	36,43,51/02;5,16/03	54361	10	38/03	55200	2	8,10,20,25,26,27,28,32, 33,36,39,42/03
52122	14	45/02;11,14/03	53226	3	3*,17,18,35/03	54362	3	52/02	56031	1	1,2,17,21/03
52124	1	51/02	53242	12	52/02;1,13/03	54363	3	21/03	56041	4	21/03
52125	1	45,46/02;8,11,16,18/03	53244	2	1/03	54364	2	52/02	56044	3	38/02
52140	6	48,50/02;3,12,18,29/03	53262	7	42/02;21/03	54365	6	36/02;11,21/03	56060	9	27*,38/03
52141	5	48/02;41/03	53263	1	37/02;17/03	54369	4	52/02;20,21,34/03	56063	1	16/03
52142	2	12,18,23,29/03	53264	5	17/03	54380	6	42/02;3,16,18,28,34/03	56064	6	38/02;2,16/03
52143	8	18/03	53265	6	35,41,46,52/02;15,16/03	54382	9	16,28,40/03	56065	3	33,38/02;16,38/03
52144	5	50/02;3,7,8,10,14,16,18, 21,23/03	53266	4	1,8,13,17/03	54386	10	42/02;16,18/03	56067	3	48/02*;20,38/03
52161	14	6,11,14/03	53268	4	42/02;7/03	54387	7	42/02;16,18,30,39,42/03	56081	19	41/02
52164	2	14/03	53269	5	17/03	54389	8	43,52/02	56082	16	29/03
52170	3	14,16,42/03	53279	3	7,15/03	54400	8	43/02;3,16,22,30,36, 37/03	56100	14	33/03*
52172	2	40/02;1/03	53281	4	40,52/02;15,18/03	54402	4	52/02	56101	6	33/02;1/03
52180	14	42,43,51/02;1,8,10,13,15, 16/03	53282	8	40/02	54403	4	43,52/02;24,30,36/03	56102	23	1/03
52200	8	7,17/03	53284	4	33,40/02;7,21,24/03	54407	4	43/02;3,7,16,30,37/03	56103	6	1,33/03
52220	7	27/03	53285	4	35/02;7,15/03	54409	2	7,8,12/03	56104	3	22/03*
52221	7	27/03	53287	6	35,42/02;1,5,7,8,10,15, 22/03	54413	3	37/03	56105	1	38/03*
52223	4	27/03	53290	1	35/02	54416	5	33,37/03	56120	12	1/03
52240	9	27/03	53301	4	22/03	54417	1	30/03*	57029	9	12/03
53011	2	51/02	53302	4	51/02	54418	4	43/02;3,7,16,30,37/03	57035	10	10,12,23/03
53031	1	39,48/02;5,12,14,24, 31/03	53303	6	49,51/02	54419	2	3/03	57063	5	40,41/02
53058	2	4,37/03	53306	2	39/02;31/03	54423	5	48/02*;17/03	57064	3	41/02
53060	14	51/02;4,5,9,10,12,14,31, 36,39/03	53311	3	39/02;37/03	54430	1	37,43/02;36/03	57101	18	41/02
53061	10	44,47/02;12,16,17,38/03	54040	3	37/02;6,10,20/03	54440	4	41/02;17,38/03	57103	2	16/03
53062	13	1,14,16/03	54041	7	35/02;4,8,16,17,24/03	54441	6	42/02;2/03	57120	13	43/02
53063	9	33*,37/03	54043	2	17/03	54462	5	17/03	57140	10	43/02
53064	6	33/02;10,20,39/03	54060	5	37/02;16/03	54464	5	17/03	57141	14	43/02
53065	2	33/02;39/03	54061	11	52/02;42/03	54480	8	36,41/02;2,17,21/03	57142	6	43/02
53066	2	33/02;20,39/03	54063	3	1,13/03	54481	8	36/02;33/03	57160	10	43/02
53081	8	4,5,11,16/03	54081	3	10/03	55001	4	36,37,42/02;14,15,28,29, 33,35,36,39/03	57162	7	43/02
53082	13	40/02	54085	2	40/02;15,24,42/03	55040	4	39,41/02;16,20,21,35,36, 39,41,42/03	57164	2	43/02
53083	8	9,10,21,22,41/03	54090	3	46/02*;11,15,19/03	55041	7	21/03	57165	1	43/02
53084	6	51/02;14,16/03	54095	3	46/02*;8,15,30,42/03	55042	1	42/02;17,35,37/03	57200	6	11/03
53085	6	51/02;14,16/03	54105	3	46/02*;8,13,17,19/03	55043	2	37,39,42/02;37/03	57220	4	11/03
53086	8	46,48/02;17/03	54115	3	46/02*;15,30/03	55044	5	41,43/02;16,42/03	57241	12	31/03
53087	9	48/02;17/03	54120	5	37,39,41/02;15,17,19/03	55045	2	41/02;39/03	57242	8	41/03
53088	7	33/02	54125	3	46/02*;15,17,30/03	55046	4	37,38,39,41,48/02;18,19, 35,36,41/03	57245	1	41/03
53089	4	21,22,23,41/03	54140	7	41/02;15,30/03	55047	8	41/03	57260	3	23/03
53090	1	41/02	54151	1	3,42/03	55048	12	36,37,39,41,48/02;20/03	57261	2	23/03
53093	2	41/03	54162	2	20/03	55049	6	41,43/02	57262	4	23/03
53100	16	33,39,42,51/02;6,10,13, 18,20,21,24,31/03	54166	3	10/03	55060	7	36,37/02;28/03	57381	12	52/02;15,16,23/03
53101	7	33/02;8,13,16,24/03	54167	2	20/03	55061	1	28/03	57400	4	12/03
53104	2	35,42/02;20,24/03	54168	1	37/02;10,17,38/03	55062	5	28,33/03	57408	2	12,24/03
53105	20	37/02;8/03	54169	3	37/02;17,38/03	55063	1	6/03	57420	3	12/03
53106	6	21,33/03	54180	6	41,43,50/02;5,30,42/03	55064	3	37,48/02;6/03	57460	4	10,12,29/03
53107	16	35/02;6/03	54195	2	5/03	55066	9	5,25,32/03	57471	3	12,15/03
53110	1	40/02;10,15,17/03	54200	4	5,8/03	55082	7	39/02;39/03	57472	2	12/03
53111	3	44/02*	54201	6	8/03	55084	9	5,31,33,36,39/03	57480	8	12,15,23,27/03
53120	14	39,42/02;5,6,7,13,17,31, 35/03	54222	4	43/02;20/03	55100	8	36,37/02;6,28,29,33,34, 39/03	57482	12	24/03
53122	3	40/02;7,8,16/03	54223	2	8/03	55101	4	7,25,32,34,38,39,42/03	57483	11	24/03
53123	3	7,29/03	54224	2	8/03	55102	3	4,5,15,25,32,36/03	57484	19	15,23,24,27/03
53125	2	46,51/02;13/03	54226	2	50/02	55103	2	48/02;1,4,5,7,15,19,20, 25,26,27,31,35,36,38, 42/03	57488	6	24/03
53130	1	42,47/02;10,13,18/03	54227	2	50/02	55104	2	48/02;4,5,7,14,19,31,33, 36/03	61000	20	10,15,23,27,31/03
53133	4	33/03*	54266	2	13/03	55105	7	36,41,42/02;14,15,29,33, 36,42/03	61020	2	27/03
53135	2	51/02;7/03	54279	4	50/02*;2,15/03	55110	2	37/02;6,29/03	61036	8	7/03
53141	5	34,51,52/02	54280	10	5,15,22/03	55120	2	36/02;6,14,28,33,34, 42/03	61040	6	10,31/03
53147	3	36,39,42,51/02;6,7,10,13, 17,20,35/03	54282	1	51/02	55127	2	10,14,24,27,32,36/03	61050	4	10,15,31/03
53160	14	51/02;3,6/03	54283	5	52/02	55128	2	33,36,38/02;1,4,5,8,14, 26,27,28,32,34/03	61051	7	15,24/03
53161	8	51/02;3,8,13,18/03	54284	1	51/02;15,34/03	55129	7	33,36,37/02;6,15,27,34, 35,42/03	61060	5	12,27,39/03
53162	7	50/02*;15/03	54287	7	5,15/03	55130	2	45/02;5,14,19,32,33,34, 39,42/03	61061	9	10,12,15,24/03
53164	9	37,51/02	54288	5	1/03				61070	4	9,39/03
53165	13	39/02;8/03	54289	8	1/03				61071	9	18,39/03
53180	10	33,34,43,51/02;1,3,6,7, 13,15,18,20,21,29/03	54302	1	21/03				61080	4	9/03
			54318	3	1,14/03				61090	5	12,27/03
			54320	4	48/02;1,24,25/03				61091	5	12,18,24,27,35/03
			54321	2	25/03				61092	13	18,27,35,39/03
			54322	7	1/03				61100	4	10,12/03
			54329	4	5/03				61110	3	25/03
			54332	3	25/03				61111	12	25,27,34/03
			54333	3	25/03				61112	10	35/03
			54334	3	5/03						

CHARTS AFFECTED BY NOTICE TO MARINERS
NM 33/02 THROUGH NM 42/03

Note: N indicates Not For Sale; P indicates Preliminary; T indicates Temporary;
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Chart No.	Ed. No.	Notice to Mariners No.	Chart No.	Ed. No.	Notice to Mariners No.	Chart No.	Ed. No.	Notice to Mariners No.	Chart No.	Ed. No.	Notice to Mariners No.
61180	4	38/03	62433	12	34,45/02;1/03	63417	2	39/02	72014	10	46/02;7,19/03
61190	4	39,41/02	62434	9	40,46,52/02;8,12,17,18,21,23/03	63420	2	39,45/02;8/03	72021	8	36,38,47,50,51/02;7,20,23,27/03
61204	5	13/03				63424	2	45/02	72028	7	34/02;22/03
61300	2	7/03	62437	10	30*,32,35,37/03	71005	1	34/02;2,6,12,13,16,23/03	72035	8	8,21,27/03
61310	2	33/02;7/03	62439	4	1/03	71006	5	39/02;23/03	72045	2	8,27/03
61311	5	33/02	62440	8	16*,41/03	71009	3	39,46,48/02;1,6,7/03	72050	4	23/03
61312	3	33/02	62441	10	36/02	71012	3	33,39,46/02;1/03	72060	8	50/02
61331	4	7/03	62442	6	24/03	71015	4	23/03	72070	4	2,9/03
61400	2	7/03	62453	4	16/03*	71018	10	33,35,37/02;7,12,13,15,21,25,26,27/03	72075	2	9/03
61410	2	7/03	62455	7	39,43/02				72080	7	51/02;2,9/03
61430	2	7/03	62457	6	11/03*	71027	9	34,38,45,49/02;2,4,5,14,18,23,33/03	72085	3	15/03*
61433	1	7/03	62459	2	6,41/03				72092	2	38/02;7/03
61434	2	7/03	62460	4	33/02;10/03	71033	31	37,38,49/02;3,12,14,15,23/03	72100	7	7,19/03
61541	8	41/03	62464	2	49,50/02;4/03				72103	2	4,6,7,19/03
61542	6	41/03	62480	2	16*,18,32,41/03	71036	8	35,44/02;12,14,23,26/03	72105	2	36,38/02;7,11,19/03
61560	2	7/03	62490	2	16*,17,18,21,32/03	71040	5	34,42/02;7/03	72107	2	7,19/03
61562	2	6/03	62498	4	4,9,31/03	71042	1	34/02	72109	3	42,44/02
61581	5	28/03	62499	4	49,50/02;4,9,31/03	71045	2	23/03	72130	4	46/02
61582	4	28/03	62510	3	11*,12/03	71058	2	36/02	72131	3	11/03
61591	4	28/03	62512	3	N11*,N12/03	71059	1	36/02	72161	10	10/03
61610	7	34/03	62515	2	45/02	71061	15	36/02	72181	2	36/02;7,11/03
61611	11	34/03	62520	6	20*,28,32,41/03	71066	1	39/02;6,7,10,24/03	72190	2	10/03
61612	4	34/03	62521	4	N20*,N28,N32,N41/03	71081	3	21/03	72201		8/03
61650	3	12/03	62530	6	20*,28,32/03	71091	4	1,2/03	72211	6	43/02;5,8/03
62000	20	46/02	62531	4	N20*,N28,N32/03	71140	6	33,39,46/02;1/03	72223	8	27/03
62001	5	11*,28/03	62540	6	34,40,45,48,50,52/02;8,12,17,18,21,30,35/03	71180	29	33,37/02;7,12,13,15,21,23/03	72231	8	21/03
62024	13	38,40/02;29/03							72234	2	18,19/03
62028	15	10/03	62541	3	N34,N40,N45,N48,N50,N52/02;N8,N12,N17,N18,N21,N30,N35/03	71185	24	7,13,15/03	72236	1	9,12/03
62032	16	11*,17,21,41/03				71186	2	7/03	73000	9	40,52/02;10,20,21/03
62033	3	N11*,N17,N21,N41/03				71210	18	44/02;3,23,27/03	73002	4	5,11/03
62046	3	19/03*	62550	3	16*,28,32/03	71211	4	38/02	73004	4	10/03
62050	6	44/02	62560	4	16*,18/03	71212	1	38/02	73008	8	11,13,23/03
62092	7	41/02	62570	4	33,34,36,40,45,48/02;8,12,17,18,30,35,37/03	71230	11	38/02;6/03	73012	6	11/03*
62093	7	41,49/02				71241	10	6,12,16,20/03	73014	10	48,52/02
62095	3	11*,32/03	62580	3	33,45/02;12,35/03	71243	5	15/03*	73016	4	44/02
62097	6	38/03*	62590	2	36,40,46,48/02;8,12,17,18,21,23,30,37/03	71247	18	5,6,8,14,17,21,22/03	73020	9	9,21,22/03
62098	7	33/03*				71248	2	N51/02*;N1/03	73024	3	39/02
62100	6	P23,26/03	62591	3	N36,N46,N48/02;N8,N12,N17,N18,N21,N23,N30,N37/03	71249	2	35/02	73030	4	22/03
62110	9	P23,26/03				71251	11	35,40/02;1,15,21/03	73032	4	9,22/03
62140	1	34,40/02				71253	10	35,40,42/02;5,6,7,13,14,16,17,21/03	73041	2	5/03
62142	10	32/03	63000	13	48/02;40/03				73191	3	7/03
62143	3	32/03	63005	18	16/03	71255	6	28/03*	73271	7	13/03
62170	2	38/02	63010	14	52/02	71257	2	5,6,7,12,13,16/03	73552	4	34,45/02;1,7,9,10,38/03
62171	4	38,47/02	63015	11	38,40,52/02;9/03	71258	2	35/02;5,6,7,13,22/03	73570	7	34,45/02;1,10/03
62191	15	11*,15,28/03	63020	15	4,9,11/03	71259	3	15*,17,19/03	73580	4	52/02
62194	8	36/02;4/03	63040	2	46/02	71261	8	35/02;2,16/03	73581	4	52/02;3/03
62195	7	19/03*	63050	2	46/02	71262	7	6,33/03	73590	6	47,52/02;36/03
62220	9	21/03*	63053	4	39/03	71265	3	46*,49/02;7,13,15,16,20/03	73601	3	34,35,47/02
62222	5	19/03*	63055	2	39/03				73631	4	36,46/02;1,17,40/03
62225	3	37/02;17/03	63062	7	7,16,18,37/03	71271	10	34,52/02;19/03	73640	5	36/02;16,40/03
62241	10	9/03	63063	9	20/03	71272	10	34/02;19/03	73650	5	40/03
62242	11	47/02;9/03	63070	3	16/03	71275	3	35/02;2,6,16,19,33/03	73653	1	40/03
62250	4	34,38/02;32/03	63080	5	48/02	71281	7	51/02;34/03	74000	6	36,47/02;2,7,18,41/03
62270	4	37,41/02;29,32/03	63090	8	15,30,40/03	71285	3	34,52/02;13,19/03	74002	2	35,47/02;31/03
62271	5	37,41/02;10/03	63091	4	39,48,52/02;9/03	71295	2	34,39,40,52/02;12,19/03	74003	5	47/02;7,10,31,34/03
62290	3	37,41/02;10,21,P23,26/03	63100	2	44/02;30/03	71305	2	34,36/02;2,13,23/03	74004	2	35,37,39,47/02;9,30/03
			63101	15	15,30,40/03	71311	4	7/03	74005	2	34,35,46,47,51/02;4,7,9,16,27,30,38/03
62295	3	21,P23,26/03	63102	19	15,30,40/03	71313	8	45/02	74007	1	36/02
62302	2	4/03	63103	17	15,16/03	71314	5	6,10/03	74008	6	51/02
62310	2	29/03	63110	4	40/02;16/03	71315	2	34/02	74009	10	38,49/02;8,9,21,36/03
62330	2	38,40/02	63111	9	48/02;9/03	71320	1	35/02;5,14,33,38/03	74012	10	37,40,49/02;6,8,19,20,27,36,37/03
62340	3	38/02	63120	2	44,48,52/02;8/03	71325	8	5/03			
62343	3	8/03	63121	5	48/02;5,8/03	71330	13	35/02;5,33,38/03			
62350	3	10/03	63200	5	52/02;30/03	71331	11	5,7,8,33,38/03			
62355	6	8,29/03	63201	9	40/02;30/03	71333	2	6,7,33/03	74015	10	40/02;21,31,36/03
62360	5	38/02;12/03	63205	2	30/03	71335	2	8,38/03	74016	3	27,42/03
62361	2	N38/02;N12/03	63210	3	45,52/02;16,30/03	71340	11	40,46/02;2,4,5,6,7,33/03	74017	4	37,45/02;18,31,38/03
62366	4	33/03*	63220	5	45,52/02	71343	3	7/03	74018	6	44/02
62391	5	33/03*	63230	6	45/02	71348	3	35/02;7,23/03	74020	4	33,37,38,43/02;5,18,31,38/03
62393	7	34,37,50/02	63231	8	45/02	71349	2	23/03	74021	7	33,35,39,44/02;7,10,26,31,35/03
62394	10	34,37,50/02	63232	3	45/02	71350	8	5,6,7,14/03	74024	7	44/02;36/03
62395	3	25/03*	63240	4	19/03	71400	5	14,23/03	74027	9	43,44/02;39/03
62400	17	33/02;4,9,31/03	63250	6	40/02;11/03	71401	1	40,46,51/02;5/03	74030	6	51/02;42/03
62401	9	6,10,41/03	63252	1	33/03	71402	1	40,46/02;4,5,6,33/03	74051	2	42/03
62402	10	10/03*	63271	8	52/02;8/03	71410	1	39/02;12,23/03	74053	2	51/02
62404	3	6/03	63290	7	38/02;10,22/03	71420	1	38,39/02;3,12,14,23/03	74151	9	36,44/02;2,20,29,40,41/03
62406	2	33/02;28/03	63291	9	33/02;16/03	71430	3	11*,20,23/03	74152	11	36,44/02;27,30,34/03
62408	7	10/03	63310	5	11/03	71440	2	11*,23/03	74153	2	36,44/02;2,27,41/03
62409	6	7/03	63320	8	37/03	71445	1	7/03	74162	4	36,46,47/02;8/03
62411	1	52/02	63321	6	42/02;9,37/03	71450	1	7/03	74171	4	33,36,47/02;3,10,18,20,40/03
62413	12	28/03*	63322	2	9/03	71455	2	11*,23/03	74172	5	36,47/02;7,10,18,40/03
62417	1	52/02	63330	9	39/02;4/03	71460	1	41/02;23/03	74181	8	33,35,37,38,39,47/02;10,34/03
62419	6	33/02;8/03	63337	15	39/02;4/03	71470	2	38/02;14/03			
62420	5	33,37,39/02;8/03	63370	1	20/03	72000	8	35,47,50/02;2,20,21,23,24,27/03			
62429	9	39,43/02	63400	1	39/02;8,11/03						
62431	8	37/02	63410	6	39/02;8,9/03						
62432	16	13*,30/03	63413	5	39/02						

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NM 33/02 THROUGH NM 42/03**

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Chart No.	Ed. No.	Notice to Mariners No.	Chart No.	Ed. No.	Notice to Mariners No.	Chart No.	Ed. No.	Notice to Mariners No.	Chart No.	Ed. No.	Notice to Mariners No.
74182	12	33,35,37,38,39,41,42,44,51/02;6,10,17,25,34,38,39,40,41,42/03	74545	3	40/02;18,32/03	76144	1	28/03	93115	2	40,41/02
74183	11	38,39,42/02;4,6,17,25,38/03	74550	4	5,32/03	76146	1	28/03	93117	2	40,41/02
74184	10	33,35,37,38,46,48/02;17,34/03	74555	3	34,43,44,48,51/02;5/03	76147	1	28/03	93160	4	34/02;1,14,24/03
74186	7	34/02;4,10,17,21,27,30,36/03	74560	10	40,43,46,48,50/02;4,5,18,31,32/03	76150	6	35/02	93180	7	34/02
74190	7	35,36,37,46/02;1,16,31,34,39/03	74561	2	5/03	76160	4	28/03	93220	6	34/02
74191	2	35,46,48/02;1,7,9,29/03	74581	9	34,36,40,41,43,45/02;27,31,39/03	76161	10	40/02	93240	11	34/02;16,24/03
74192	3	35,46/02;1,40/03	74582	9	40/02;17,20,27,31,39/03	76162	1	18,28/03	93241	9	8,16,25/03
74200	8	37,46/02;1,8,32,40/03	74583	15	34,40,43,44,48/02;38/03	76170	7	28/03	93243	6	42/02
74201	9	32/03	74584	5	34,41,43,45/02;26,27,36,38,39/03	76180	1	28/03	93244	7	16/03
74202	3	1,7,27/03	74590	2	51/02	81004	3	37/03*	93245	6	16,24/03
74203	5	37/02;1,7,8,32,40/03	74591	7	40/02;8,38/03	81048	8	28/03	93260	8	7,18/03
74204	2	27,32,35/03	74592	2	42/03	81054	13	14*,27,28/03	93261	5	7/03
74205	2	34/02;27,32,35/03	74595	2	42/03	81067	5	51/02;10,12,16,25/03	93280	4	18/03
74206	2	34/02;27,32,35/03	75000	6	47/02;6,31/03	81076	10	41/03*	93360	5	38/02
74210	7	7,17,37/03	75001	3	47/02;5,6,31,32/03	81092	3	38*,50/02;32/03	93520	13	45/02;15/03
74220	8	35,47,51/02;30,37/03	75010	7	41,42,50/02	81711	6	31/03	93610	3	44,45/02;6/03
74221	2	35,51/02;30,38/03	75012	9	36,39/02;2,4,8,25,27,36,38,39/03	81715	4	31/03	93650	2	44/02;6,24,28/03
74229	2	33,37,43,47/02;18,26/03	75035	18	36,39/02;2,6,26,27/03	82005	5	17/03	93652	2	3,6,24/03
74230	7	39,42/02;5,7,36/03	75051	6	5/03	82010	6	17,39/03	93680	3	45,47/02;24/03
74231	7	35/02;3,21,36/03	75110	2	50/02	82015	13	39/03	93690	2	44/02;6/03
74232	9	5,7,21/03	75112	2	42/02	82020	7	39/03	93698	3	45/02;28/03
74234	1	8,17/03	75120	2	42/02	82200	2	17,41/03	93710	3	6,15/03
74240	8	34,39,42/02;4,5,7,8,9,41/03	75130	16	34,41,50,51/02;5,7,8,16,19,25,26,37/03	82210	2	42,48/02	93720	10	39,45,50/02;8,15,17,20,24,28,42/03
74251	8	34,37,42,44,46,51/02;6,9,17,21/03	75131	7	17,39/03	82215	2	41/03	93721	5	39,42,45,50/02;4,11,17,20,23,25,40,41/03
74252	9	47/02;5,7,9/03	75132	11	17,19,25,29,32,35/03	82242	1	35,48,50/02	93725	6	45/02;24/03
74253	6	47/02;8,9,16,20,21,30/03	75134	3	33,51/02;5,19,29,37/03	82244	5	35,42,48/02;20,39/03	93726	4	48/02;8,12,17/03
74261	9	41,49/02;4,10,30,39/03	75142	5	36,42,50/02;35/03	82253	7	35,48,50/02;20,39/03	93730	3	39,40,42,45,47,50/02;2,4,17,24,28,31,41,42/03
74265	2	38,41,43,47,49/02;7,9,16,21,30/03	75143	4	33,36,38,42,50/02	82649	5	33/02	93733	13	39,45/02;4,19,20,25,40,41/03
74270	3	38/02;7,38/03	75144	3	33,36,42,51/02;4,10,18,25,30,38/03	82683	4	33/02;17/03	93734	11	45/02;4,19,20,25,40/03
74271	9	38,46/02;19,26,27,29,30,38/03	75150	5	50/02;16,19,26/03	82684	3	33,38/02;7/03	93736	22	41/02;4,20,25,40,41/03
74272	7	4,19,29,30/03	75160	6	17,18,19,25,32/03	82689	3	38/02;17/03	93737	8	47/02;7/03
74273	5	38,41,43/02;7,19,27/03	75170	12	38,39/02;8,25,38/03	82697	6	38,46/02	94004	6	33,37,44,52/02;8,9,10,12,17,18,42/03
74281	7	3,30/03	75171	22	33,36,38,40,42,48,52/02;1,6,16,26,35,38,40/03	83010	6	6/03	94016	2	33,35,52/02;3,9,10,14,17,21,33/03
74283	2	46,49/02;27/03	75172	5	39/02	83020	8	24/03	94028	7	40,42,52/02;1,6,7,8,9,11,14,17,21,24,27,31,33,40/03
74285	2	34,35,45/02;1,9,16,38/03	75173	9	33,36/02;1,6,20,26,35,38,40/03	83021	1	43/02	94033	5	19,21,23,29,42/03
74286	2	29,35/03	75175	9	33,38,40,45,50/02;6,18/03	83022	4	43/02	94040	13	37,47,51/02;6,8,10,17,18,28,31/03
74287	2	34,38,52/02;9/03	75176	9	42,50/02;25,26,32,40/03	83025	11	41/02;6/03	94042	9	47,51/02;7,18,24/03
74289	5	9/03	75177	7	38,48,50,52/02;6,26,38/03	83039	32	41/02;6/03	94060	10	33,37,46,47/02;7,8,10,12,14,15,18,24,31,42/03
74290	11	34,39,45,46,48,49,51/02;1,7,9,10,16,27,30,38/03	75180	2	8,25,38/03	83042	6	45/02;19,42/03	94061	5	33,35,47/02;23,41,42/03
74292	8	34,38/02;9,27/03	75185	2	47/02;8,36/03	83425	6	35/02	94063	4	33,41/02;8,18/03
74293	7	34,45,48/02;9,16/03	75190	2	47/02;25,36/03	83473	7	37/03	94067	10	33/02;10,11/03
74294	3	34,45/02	75191	6	37,38,43,47/02;8,19,30,34,36,38/03	83484	10	23,42/03	94080	7	33,44,48/02;10,19,22,32/03
74295	3	4,9,27,29,35/03	75193	6	49/02;1,5,7,10,16,19,35/03	83574	2	7/03	94082	8	44/02;8,19,22/03
74296	4	34,38,49/02;9,27/03	75207	2	36,52/02;4,16,33,37/03	83580	2	8/03	94083	12	44/02
74320	3	35/02;8,18,41/03	75208	2	50/02;30,33/03	91005	6	45/02;19,42/03	94120	6	33,38,48,52/02;9,10,17,18,21/03
74340	3	16/03	75213	2	36,52/02;33,38/03	91008	1	44,48/02;8,10,12/03	94122	7	40/02;35/03
74350	4	16/03	75215	2	36,39,40,52/02;7,33,38/03	91010	6	48/02;10,12/03	94123	9	33,38,42,44,52/02;9,10,15,17,18,28/03
74376	5	43/02;9,16/03	75220	12	36,39,49/02;4,20,26,39/03	91020	5	19/03	94124	13	38,42,44/02;10,15,17,25,28/03
74380	4	8,9,26/03	75222	8	35,40/02	91030	3	42/03	94127	2	33,38/02;6,9,13,16,18/03
74391	3	26/03	75240	4	36,39/02;2,4,27,39/03	91170	2	38,41,44/02	94160	7	33,38,44,46,47,50,51,52/02;9,10,12,16,17,18,19,28,31,41,42/03
74392	7	39/02;25/03	75241	6	34,36/02;26,35/03	91280	7	19/03	94164	2	46,50,51/02;12,16,19,41,42/03
74393	9	38,41,50/02;3,39/03	75251	5	33,48/02;3,19,37,40/03	91294	8	19/03	94165	4	50/02;18,24/03
74410	3	38/02;7/03	75261	6	33,36,48/02;3,6,26,31,38/03	91297	9	19/03	94180	9	42,44,47,50,51/02;23,28/03
74415	1	39/02	75262	6	38/02;16/03	91331	3	42/03	94184	2	N51/02
74420	3	45/02;19,27,30/03	75263	9	5,26,31/03	91340	3	42/03	94187	3	14,23,36/03
74430	2	49/02	75264	17	33,34,37,41,42,44,45/02;2,27,32/03	92006	5	45,46/02;5/03	94188	2	44,46,47,51/02;8,28/03
74440	3	39/02;2/03	75265	2	6,20,31,32,38,40/03	92025	3	42/03	94201	1	51/02;24,28/03
74450	3	49/02;2,37/03	76015	1	35,40/02;28/03	92030	4	42/03	94203	10	41,42,44,46,47,52/02;10,11,24,41,42/03
74455	3	48/02;1,4,38/03	76030	9	49/02	92033	5	45/02	94206	3	41,42,44,47,52/02;11,19/03
74460	4	37,40,46,49/02;6,20,37/03	76050	8	49/02;18,28/03	92290	2	19/03	94207	5	N42,N44,N47,N52/02;N11,N19/03
74465	2	9,36,38/03	76052	8	4,5,28/03	92296	3	19/03	94208	6	N44/02
74470	2	8/03	76054	5	49/02	92410	3	42/03	94216	6	45/02;10,17,42/03
74475	2	44/02;42/03	76056	3	9,37/03	92450	3	42/03	94217	4	6/03
74480	2	44/02	76060	7	40/02	92560	4	45/02	94218	3	36/02;6,18/03
74485	3	43/02	76061	3	40/02;9/03	93006	2	39,45/02;4,8,10/03	94219	1	47/02
74493	3	38,43,45/02	76070	9	35/02;28/03	93010	6	38,40,41/02;2,13,14,18,24/03			
74494	2	41/02;8,9,16/03	76071	9	35/02;28/03	93018	8	1,14,18,24/03			
74510	2	33,35,37/02;5,10,17,18,35,38/03	76080	8	1,18/03	93020	2	38/02;4,13/03			
74515	4	33,35,39/02;4,7,10,31,35/03	76081	7	28,37/03	93025	5	45/02			
74517	3	39,41/02;4,31/03	76083	3	1,37/03	93030	6	45/02			
74521	3	41/02	76140	7	46/02	93032	3	45/02;24/03			
74530	2	44/02;36/03	76141	8	46/02;28,37/03	93043	1	45/02			
74535	2	42,44,48/02;36,38/03	76142	1	46/02;37/03	93046	1	45/02;5/03			
						93047	2	45,49/02;24/03			
						93048	1	35,49/02;5,14,33/03			
						93049	1	45/02;4/03			
						93061	4	45/02			
						93101	2	N34,N38/02;N2/03			
						93110	2	38,40,41/02;1,2/03			

CHARTS AFFECTED BY NOTICE TO MARINERS
NM 33/02 THROUGH NM 42/03

Note: N indicates Not For Sale; P indicates Preliminary; T indicates Temporary;
* indicates New Edition/New Chart; ** indicates Chart Canceled

Chart No.	Ed. No.	Notice to Mariners No.	Chart No.	Ed. No.	Notice to Mariners No.	Chart No.	Ed. No.	Notice to Mariners No.	Chart No.	Ed. No.	Notice to Mariners No.
94220	4	41,42,47,49/02;8,10,11,17,18,33,42/03	95153	2	34,36,37,38,43/02;19,25,32/03	96943	15	44/02;1,9,10,12,20,22,23,33,42/03	97219	4	6,9,13,20,23,25/03
94260	5	49/02;1,6,11,31/03	95160	13	41,42,47,52/02;1,6,8,9,11,17,19,21,24,25,27,33,36,40/03	96944	6	45,52/02;6,13,20/03	97220	3	37,39,42,43,44/02;6,8,9,17,18,23,29,33/03
94280	5	51/02;15,32/03	95161	16	40,45,48,50/02;1,5,6,8,9,10,17,19,23,25,27,30,37/03	96945	3	43,52/02;20,22,23,42/03	97221	20	37,39,42,44,45,49,52/02;6,8,9,10,13,17,18,19,20,22,23,25,26,29,33/03
94281	6	6,42/03	95162	2	40,44,47/02;10,14,19,30,35/03	96947	15	6,12,13/03	97222	12	47/02;10,22,29/03
94282	9	46/02;8/03	95163	2	1,6,9,10,13,14,17,21/03	96948	8	21,22/03	97223	3	42,44,48/02;16,17,22,23/03
94283	7	46/02;2,8,12,32/03	95164	4	43,48/02;1,6,9,27/03	96949	21	45/02;22/03	97224	6	46,47,49/02
94290	2	1,7,31/03	95167	10	44/02;1,6,9,11,14,17,21/03	96960	3	7/03	97225	31	37,39,42,44,45/02;6,8,9,10,17,18,19,23,25,33/03
94322	14	8/03	95169	2	44,50,52/02;11,16,23/03	96962	4	35/02;1,9,22,33/03	97226	7	18,41/03
94360	6	43/02;6,13/03	95171	1	1,6,9,21,37/03	97000	3	17,40/03	97227	11	42,43/02;9,18,30,34/03
94361	13	13,15/03	95172	1	1,9,21,32/03	97021	7	40/03	97228	15	39,40,42,43/02;5,6,9,15,17,18,20,21,22,27,29,35/03
94363	4	43/02;16,18,29/03	95173	1	50,52/02;1,28/03	97029	3	40/03	97229	12	36,39,47/02;6,8,9,18,28,33/03
94380	4	N5,N6,N18/03	95174	1	50,52/02;12,27/03	97040	5	43,47/02	97230	18	36,52/02;6,9,28,33/03
94384	3	5/03	95176	2	8,11,30,35/03	97041	9	45,47/02;10,12,22/03	97231	11	41/02;6,23,33/03
94420	3	39/02;4,8,11,13,14,23,42/03	95177	1	41,50/02;9/03	97042	7	14,20/03	97232	8	22,25,33/03
94421	10	45/02;4/03	95180	11	40,42,44,49/02;1,6,9,10,21,23/03	97043	2	14,20/03	97233	11	33,43,44,49/02;1,5,6,9,15,16,23,33,35/03
94423	12	45/02;11/03	95185	2	40,44,49/02;10,35/03	97061	8	46/02;12,14,22,26/03	97234	17	43,47,49/02;1,6,8,9,16,41/03
94440	2	46/02;18/03	95200	6	23/03	97062	12	44/02;6,10,22,26,34,35/03	97235	20	47/02;9,16,23,35,41/03
95016	8	40/02	95250	4	44/02;1,6,16,20,22,36/03	97064	2	6,14,33/03	97236	6	41/03
95040	8	40/02;11/03	95255	2	44/02;1,7,13/03	97080	5	16,22,26/03	97237	6	41/03
95041	7	23/03	95258	3	6,16,18/03	97082	5	46/02;16,34/03	97238	10	33/02;1,5,9,16,23/03
95060	13	40,43,44,47,48,52/02;1,6,11,14,17,19,21,24,25,27,28,30,31,32/03	95261	7	48/02;1,5,9,16,23,28,36/03	97083	3	29,34,35/03	97239	6	10/03
95065	5	48/02;10,31/03	95262	13	41,46/02;1,6,9,27,36/03	97100	4	42,47/02;16,17,26/03	97240	8	33,48/02;1,5,6,21,27,33/03
95066	11	41,43,44,47,48,49,50/02;1,5,6,17,19,21,23,25,27,31,32,33,37/03	95266	8	48/02;25/03	97101	1	21,25,26/03	97241	5	9/03
95067	13	41,44,46/02;1,5,10,17,23,28,37/03	95267	5	13,20,23,26,36/03	97104	4	7,41/03	97242	11	36/02;1,5,9,29/03
95068	1	41,42,45,47/02;12,14,17,25,28,29,37/03	95268	16	39,48/02;6,9,13/03	97105	3	41/03	97243	7	43,52/02;5/03
95080	13	33,40,44,45,50,52/02;1,6,7,9,10,14,17,19,21,24,25,27,28,30,31,32/03	95270	4	48/02;9,10,13,20,21,22,23,26,36/03	97108	3	21,25,26/03	97244	4	6,10,17,36/03
95082	9	33,44,46/02;1,4,7,11,17,25,27,28,30/03	95271	4	44,48/02;9,10,12,13,20,26,36/03	97120	6	37,40,42,43/02;9,14,16,17,25,40/03	97245	10	41/02;1,5,6,7,15,14,15,18,26,42/03
95083	8	33/02;1,4,19,28/03	95272	2	48/02	97144	14	44* 46/02;7,8,9,13,20,39/03	97246	15	41/02;1,5,7,18,21,26/03
95084	7	50,52/02;8,12,17/03	95273	3	48/02;23,28,36/03	97145	1	43/02;8,9,25,40/03	97262	10	34/02;1,5,6,7,15,21,26,33/03
95085	4	45,52/02;1,6,11,12,27,33/03	95280	9	48/02;8,20,26/03	97146	10	44/02*;15,39/03	97263	10	5,7,9,15,18,21/03
95086	5	45,52/02;1,6,8,11,12,23,27,31,33/03	95281	15	7,10,14,36/03	97148	9	45/02;9,27/03	97266	5	37,41/02;1,5,6,7,14,15,18,26,42/03
95087	3	33,40,48/02;1,8,30,31/03	95282	7	46,52/02;4,6,9,19,20,22,23/03	97149	20	34,35,44,45/02;1,16,25/03	97267	16	40,41/02;1,5,6,8,10,13,18,26,27,42/03
95100	12	38,39,43,44,45,46,47,50,52/02;1,4,6,7,8,9,10,17,23,25,27,28,29,31,37/03	95285	3	18,20/03	97150	13	34,39,43,44/02;20,27,42/03	97268	10	6/03
95101	8	39,44,50/02;1,5,6,9,14,17,28,31/03	95300	5	45,48,52/02	97151	16	35,44,45/02;12,13,14,16,20,25/03	97269	11	45/02;8,13,18,27/03
95102	8	38,42,45,46,47,48,50,52/02;1,4,5,8,13,14,17,23,25,27/03	95320	15	35,38/02;20,21,26,33,40/03	97152	8	37/02;20/03	97270	6	36,44/02;1,5/03
95103	8	42,43,45,47,52/02;4,6,7,10,12,19,27,28,31/03	95341	8	42,47/02;1,10,40/03	97153	7	16,20/03	97271	12	37,39/02;6,10,12,26,35,41/03
95120	7	42,43,52/02;1,4,14,21,26/03	95342	16	9,13,16,20/03	97154	2	36/02	97272	11	52/02;6,10,12,14,23,37/03
95138	8	45,46,48,49,50,52/02;8,16,17,19,23,24,25,27,28,30,35,36/03	96004	14	44,45/02	97155	14	35,36,37,39,40,48/02;12,13,18,20,28/03	97273	11	34/03*
95140	15	38,40,41,44,48,49,52/02;1,7,8,9,10,17,21,24,25,27,29,33,35,37/03	96020	4	41/02	97156	6	37/02;1,14/03	97274	19	34,39,45/02;6,9,15,17,18,23,37/03
95141	8	45,47,50,52/02;1,6,7,8,17,19,21,23,25,29,37/03	96032	3	38/02;34/03	97157	2	40/03*	97276	1	40/02;9/03
95142	9	50,52/02;8,10,19,23,29/03	96036	2	36/03	97158	4	25/03	97277	11	1,5,6,8,9,14,35,39/03
95143	11	40,45,47,48,49,50/02;1,5,6,7,8,9,10,11,12,13,16,17,19,23,24,25,27,28,30,36/03	96039	7	23/03	97159	6	33,39/02;7,14,16/03	97278	11	39/02;1,20,35,39/03
95144	9	38,41,46,48,50,52/02;1,6,8,9,10,11,13,16,21,23,24,35,37/03	96041	11	39/03	97163	14	14,36/03	97279	9	9,27/03
95146	14	36,38,39,40,41,44,46,47,48,50,52/02;1,8,9,16,21,23,24,31,32,35,37/03	96042	11	10,21,39,40/03	97164	1	7,14,16/03	97280	4	52/02
95147	13	39,41,44,45,46,47,48,49/02;1,5,9,19,23,25,28,29,31,32,35,36/03	96120	6	21/03	97165	1	7,16/03	97281	2	41/02
95149	9	34,36,37,38,41,43,48,49,52/02;8,9,19,24,25,27,30,32,35/03	96379	1	10/03	97166	1	33/02;21/03	97282	3	45/02;9/03
95151	17	34,36,37,38,40,47,50/02;1,5,19,23,28,29,30,37/03	96381	2	10/03	97167	2	33/02;21/03	97283	6	34,42/02;7,13,17,36/03
95152	5	37,38/02;6,9,19,28,30,31,32,35/03	96382	2	10,12,21/03	97180	6	34,39,43,45,46,48/02;4,8,13,20,22,26/03	97285	6	34,35,36,41,42/02;6,8,10,13,17,35,36,38/03
			96400	4	12/03	97181	20	34,46,48/02;1,4,7,8,12,13,14,17,18,20,22,23,26,27,35/03	97286	5	34/02;20/03
			96441	1	41/02;10/03	97182	13	34,39,46,48/02;1,4,5,6,7,8,12,14,17,18,20,21,22,23,27,35/03	97300	6	1,13,25,26/03
			96480	3	41/02	97183	9	44/02;5,9,14,16,18,22,26/03	97303	3	47,48/02
			96500	6	41/02;10,39/03	97184	15	47/02;1,7,12,14,18,22,39/03	97320	6	33/02;14,25/03
			96520	7	10/03	97185	2	43/02;1,7/03	97340	8	33,38,52/02;16,17,18,22,36/03
			96521	3	21/03	97187	3	44,48/02;9,18/03	97341	9	34/02;16,21/03
			96540	5	10/03	97188	2	1,7,13,17,20,22,27,35/03	97342	14	38/02;17,18,22,27/03
			96560	5	10/03	97189	2	44/02;9,14,18,22,39/03	97343	12	38/02;17,25/03
			96580	3	10/03	97190	2	34,39,52/02;8,13/03	97360	6	38/02;5,7,13,18,27/03
			96620	3	38/03	97192	9	52/02;8,16,17,22,25,26,29/03	97380	7	39,47,52/02;1,2,8,16,23,38,40/03
			96621	5	10,38/03	97200	9	52/02;8,16,17,22,25,26,29/03	97381	7	7,13,27/03
			96660	4	36/03	97201	7	18,28/03	97382	2	41,45/02;4,42/03
			96760	4	35,45/02	97202	15	43,44,52/02;20,25/03	97383	16	5,7,13,42/03
			96762	3	17/03	97204	9	45,52/02;4,6,10,19,20,25,33/03	97384	4	47/02;19/03
			96763	7	43,48/02;9,17,32,37/03	97205	3	18,28/03	97385	10	52/02;5,6,7,9/03
			96764	3	34/03*	97206	2	23/03	97387	2	4,5,7,42/03
			96800	4	41/02	97218	3	41/02;6,33/03	97389	1	39/02;42/03
			96901	3	7/03				97390	5	39,40/02;2,5,12,16,36/03
			96902	2	45/02				97391	26	6,7,12,16/03
			96904	3	34/03*				97392	5	1,21,23,26,33,38/03
			96910	1	10/03						
			96937	2	40/02						
			96938								

**CHARTS AFFECTED BY NOTICE TO MARINERS
NM 33/02 THROUGH NM 42/03**

Note: N indicates Not For Sale; P indicates Preliminary; T indicates Temporary;
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Chart No.	Ed. No.	Notice to Mariners No.			
97396	14	36,39,40/02;2,16,17,23,33,38/03			
97397	7	39,49/02;16,26/03			
97398	3	49/02			
97400	4	34/03*			
97410	8	17,19/03			
97412	7	40/02			
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NIMA HYDROGRAPHIC PRODUCTS CATALOG CORRECTIONS

Note: Underlining indicates that column in which a correction has been made or new information added.			Edition		Price Category	Page(s)	NTM
NIMA Ref. No. (National Stk. No.)	Title	Scale = 1:	No.	Date			
	REGION 1						
<u>14XHA14174</u> (7642015019386)	<u>Can. 4024, Baie des Chaleurs Bay to Iles de La Madeleine</u> <u>47 00 00N 66 05 58W</u> <u>47 00 00N 61 26 58W</u> <u>47 30 00N 61 26 58W</u> <u>47 30 00N 61 23 00W</u> <u>48 00 00N 61 23 00W</u> <u>48 00 00N 61 26 58W</u> <u>49 15 09N 61 26 58W</u> <u>49 15 09N 66 05 58W</u> <u>48 10 00N 66 05 58W</u> <u>48 10 00N 66 09 56W</u> <u>47 50 00N 66 09 56W</u> <u>47 50 00N 66 05 58W</u>	<u>350,000</u>		<u>3/00</u>	<u>CHS</u>	1-36,39, 95	42/03
14ACO14180 (7642014010492)	Canceled					1-36,39, 95	42/03
<u>14XHA14195</u> (7642015019395)	<u>Can. 1411, Canal de Beauharnois</u> <u>45 12 24N 74 13 00W</u> <u>45 21 48N 73 54 00W</u> <u>Plans: Baie Saint-Francois</u> <u>Port de Valleyfield</u> (Plans not shown on index)	<u>25,000</u> <u>12,000</u> <u>5,000</u>		<u>8/96</u>	<u>CHS</u>	1-36,39, 95	42/03
14XHA14203 (7642014010627)	Canceled					1-36,39, 95	42/03
	MISCELLANEOUS CHARTS AND PUBLICATIONS						
<u>CDPUBSUMV5</u> (7644014673965)	<u>(Volume 5) World and Ocean Basin Charts, U.S. Coast Pilots,</u> <u>Sailing Directions, Fleet Guides and Other Publications</u>			<u>2003</u>	<u>GPO</u>	10-23, 39	42/03
LLPUB115 (7642014007539)	<u>Norway, Iceland and Arctic Ocean, 2003</u>				GPO	10-22	42/03
<u>NYPUB106</u> (7642014008468)	<u>Atlas of Pilot Charts North Atlantic Ocean (including Gulf of Mexico), 2002</u>				GPO	10-22	42/03

Price Categories effective 1 October 2002

A	17.75	E	9.00	G	4.50	I	26.25
D	10.75	F	9.00	H	2.50	R	2.50

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DS Distribution Limited
GPO Government Printing Office
NOS National Ocean Service
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Note: New editions cancel former editions. They include corrections published in the Notice to Mariners prior to the effective date of the new editions and/or important corrections from other sources. Mariners are warned against the use of obsolete charts and publications as new editions contain information essential to safe navigation; however, such new editions are not valid until their availability is announced in the weekly Notice to Mariners.

For questions concerning the availability and distribution of announced charts, users should contact the Defense Logistics Agency (DLA) at 1-800-826-0342 or 804-279-6500; DSN 695-6500; Fax 804-279-6524.

PUB 120 (Continued)

- c. 25°13'15"N, 132°30'52"E.
- d. 24°00'16"N, 132°59'52"E.
- e. 24°00'15"N, 131°22'38"E.
- f. 24°07'33"N, 131°10'25"E.

15. Mike Mike (ESE of Okinawa Shima, Nansei Shoto).—Area bounded by a line joining the following positions:

- a. 25°41'15"N, 128°51'53"E.
- b. 25°48'37"N, 129°02'19"E.
- c. 25°44'15"N, 129°25'52"E.
- d. 25°44'15"N, 130°10'52"E.
- e. 25°43'24"N, 130°35'52"E.
- f. 25°41'15"N, 130°44'52"E.
- g. 24°53'15"N, 130°03'52"E.

16. Golf Golf (air space) (ESE of Okinawa Shima, Nansei Shoto).—Area bounded by a line joining the following positions:

- a. 25°41'15"N, 130°44'52"E.
- b. 25°26'15"N, 131°41'52"E.
- c. 24°23'15"N, 130°47'52"E.
- d. 24°53'15"N, 130°03'52"E.

(Annex to Jpn NM 37/03)

42/03

Page 108—Line 18/R to Page 109—Line 52/L; read:

U. S. Air Force, Japan Training Areas

1. Central Honshu Air to Air Range (Kashima Nada, E Coast of Honshu).—Area bounded by the following parallels and meridians:

- a. 36°00'12"N.
- b. 36°40'11"N.
- c. 141°04'48"E.
- d. 141°20'48"E.

2. Kyushu Air to Air Range (W of Tsuno Shima, NW Coast of Honshu).—Area bounded by a line joining the following positions:

- a. 34°51'11"N, 130°35'06"E.
- b. 34°43'31"N, 130°52'01"E.
- c. 34°08'52"N, 130°29'01"E.
- d. 34°16'57"N, 130°12'37"E.

3. Misawa Air to Ground Range (N of Hachinohe Ko, E Coast of Honshu).—Area contiguous to the land within a radius of 8,045m centered at a position 40°52'08.6"N, 141°23'02.1"E, between lines extending 058° and 108° from position 40°51'52.7"N, 141°20'37.0"E.

4. Northern Honshu Air to Air Range (E of Hachinohe Ko, E Coast of Honshu).—Area bounded by a line joining the following positions:

- a. 40°50'10"N, 142°11'47"E.
- b. 40°50'10"N, 142°59'46"E.
- c. 40°44'10"N, 142°59'46"E.
- d. 40°24'10"N, 142°32'47"E.
- e. 40°24'10"N, 142°13'47"E.

5. Le Shima Auxiliary Airfield (Nansei Shoto)

Water area.—Area contiguous to the land within a radius of 2 miles centered at position 26°43'54.9"N, 127°45'34.2"E, N of a line extending 222° from position 26°42'48.4"N, 127°45'07.7"E.

Air spaces:

(A) Area within a radius of 5 miles centered at a position 26°44'13.9"N, 127°45'53.2"E.

(B) Area bounded by a line joining the following positions, with the line between point d, point e, point f, and point a being the arc, with a radius of 15 miles, centered at position 26°44'13.9"N, 127°45'53.2"E.

- a. 26°52'09.9"N, 128°00'08.1"E.
- b. 26°48'48.9"N, 127°57'15.1"E.
- c. 26°40'14.3"N, 127°35'53.0"E.
- d. 26°51'14.2"N, 127°30'5.03"E.
- e. 26°53'36.2"N, 127°32'45.0"E.
- f. 26°59'12.2"N, 127°47'07.0"E.

6. Tori Shima Range (Nansei Shoto):

Water area.—Area within a radius of 3 miles centered at position 26°35'44.3"N, 126°49'59.2"E.

Air space.—Area within a radius of 5 miles centered at position 26°36'14.3"N, 126°49'53.2"E.

7. Idesuna Shima Range (Nansei Shoto):

Water area.—Area contiguous to the land within a radius of 2 miles centered at position 26°23'16.0"N, 127°06'13.4"E.

Air space.—Area bounded by a line joining the following positions:

- a. 26°27'14.1"N, 126°55'53.3"E.
- b. 26°27'14.0"N, 127°06'53.4"E.
- c. 26°12'14.0"N, 127°06'53.4"E.
- d. 26°12'14.4"N, 126°55'53.2"E.

8. Northern Okinwa Range (Air Space) (NW of Okinawa Shima, Nansei Shoto).—Area bounded by a line joining the following positions, with the line between point c and point d being the arc, with a radius of 120 miles, centered at position 26°22'14"N, 127°47'53"E, and the line between point e and point a being the arc, with a radius of 72 miles, centered at the same position:

- a. 27°05'26"N, 126°42'59"E.
- b. 27°04'45"N, 126°39'05"E.
- c. 27°30'14"N, 125°56'54"E.
- d. 28°17'14"N, 127°07'53"E.
- e. 27°32'02"N, 127°25'35"E.

9. Southern Okinwa Range (air space) (S of Okinawa Shima, Nansei Shoto).—Area bounded by a line joining the following positions:

- a. 25°14'15"N, 127°34'53"E.
- b. 24°16'45"N, 127°34'53"E.
- c. 24°16'45"N, 128°39'53"E.
- d. 25°04'45"N, 128°39'53"E.
- e. 25°14'15"N, 128°29'53"E.

10. Alpha (air space) (E of Okinawa Shima, Nansei Shoto).—Area bounded by a line joining the following positions:

PUB 120 (Continued)

- a. 26°53'14"N, 128°54'53"E.
- b. 27°24'14"N, 129°14'52"E.
- c. 27°29'14"N, 129°34'52"E.
- d. 27°33'14"N, 129°59'52"E.
- e. 27°06'14"N, 130°14'52"E.
- f. 27°06'14"N, 129°09'52"E.

(Annex to Jpn NM 37/03)

42/03

Page 109—Line 1/R to Page 110—Line 47/L; read:

U. S. Army and U. S. Marine Corps Training Areas

1. Northern Training Area (vicinity of the mouth of Ukagawa River, Okinawa Shima, Nansei Shoto).—Area bounded by a line joining the following positions:

- a. 26°41'50.0"N, 128°17'17.0"E.
- b. 26°41'50.0"N, 128°17'53.0"E.
- c. 26°41'26.0"N, 128°17'53.0"E.
- d. 26°41'26.0"N, 128°16'46.0"E.

2. Camp Schwab (Vicinity of Oura Wan, Okinawa Shima, Nansei Shoto):

(A) Area contiguous to the land out to a distance of 500m between lines extending 090° from position 26°31'54.0"N, 128°02'44.1"E and extending 132°45' from position 26°31'11.0"N, 128°02'09.1"E.

(B) Area bounded by a line joining the following positions and the shore:

- a. 26°32'14.0"N, 128°05'17.1"E.
- b. 26°29'48.0"N, 128°08'06.1"E.
- c. 26°25'29.0"N, 128°03'42.1"E.
- d. 26°25'29.0"N, 128°01'28.1"E.
- e. 26°28'56.0"N, 127°59'50.1"E.
- f. 26°33'0.02"N, 128°02'03.1"E.
- g. 26°33'05.0"N, 128°02'21.1"E.
- h. 26°33'14.0"N, 128°02'30.1"E.

(C) Area within 200m on each side of a line joining the following positions and the shore:

- a. 26°31'38.5"N, 128°02'55.19"E.
- b. 080° 1,000m from point a.
- c. 145° 2,150m from point b.

(D) Area bounded a line joining the following positions and the shore:

- a. 26°30'52.5"N, 128°01'58.1"E.
- b. 132°45' 800m from point a.
- c. 132°45' 800m from point d below.
- d. 26°31'11.0"N, 128°02'09.1"E.

3. Camp Hansen (Kushi Wan, Okinawa Shima, Nansei Shoto).—Area bounded by a line joining the following positions and the shore:

- a. 26°30'13.0"N, 127°59'32.1"E.
- b. 090° 471m from point a.
- c. 090° 500m from point d below.
- d. 26°29'58.0"N, 127°59'36.1"E.

4. Kin Red Beach Training Area (Kin-Nakagusuku Ko, Okinawa Shima, Nansei Shoto):

(A) Contiguous to the land out to a distance of 500m between lines extending 180° from the following positions:

- a. 26°27'01.0"N, 127°53'50.2"E.
- b. 26°26'51.0"N, 127°54'51.5"E.

(B) Within 150m on each side of a line extending 3,000m, 194°30' from position 26°26'49.0"N, 127°54'39.5"E.

5. Kin Blue Beach Training Area (Kin-Nakagusuku Ko, Okinawa Shima, Nansei Shoto):

(A) Contiguous to the land out to a distance of 500m between lines extending 090°41' from position 26°26'38.0"N, 127°56'37.1"E, and extending 180°41' from position 26°26'26.0"N, 127°56'05.1"E.

(B) Area bounded by a line joining the following positions and the shore:

- a. 26°26'26.0"N, 127°56'08.1"E.
- b. 26°25'26.0"N, 127°56'08.2"E.
- c. 26°25'27.0"N, 127°56'36.1"E.
- d. 26°26'27.0"N, 127°56'36.1"E.

6. Camp Courtney (Kin-Nakagusuku Ko, Okinawa Shima, Nansei Shoto).—Area contiguous to the land out to a distance of 500m between lines extending 037°11' from the following positions:

- a. 26°24'14.0"N, 127°50'46.2"E.
- b. 26°23'24.0"N, 127°51'57.2"E.

7. Ukibaru Shima Training Area (Kin-Nakagusuku Ko and Approach, Okinawa Shima, Nansei Shoto).—Area within a radius of 850m centered at position 26°18'05.1"N, 127°59'31.7"E.

8. Tsuken Shima Training Area (Kin-Nakagusuku Ko, Okinawa Shima, Nansei Shoto).—Area bounded by a line joining the following positions and the shore:

- a. 26°15'45.1"N, 127°56'13.7"E.
- b. 273°30' (magnetic) 5,487m from point a.
- c. 273°30' (magnetic) 5,487m from point d below.
- d. 26°14'51.1"N, 127°55'59.7"E.

9. Lo Shima Communication Site (vicinity of Tobiishi Hana, Io Shima, Nansei Shoto):

(A) Area bounded by a line joining the following positions and the shore:

- a. 24°45'29.8"N, 141°18'14.1"E.
- b. 24°45'49.8"N, 141°19'53.1"E.
- c. 24°43'49.8"N, 141°21'53.1"E.
- d. 24°41'49.8"N, 141°17'53.1"E.
- e. 24°43'49.8"N, 141°15'53.1"E.
- f. 24°44'51.8"N, 141°17'55.1"E.
- g. 24°45'14.8"N, 141°17'44.1"E.

(B) Area bounded by a line joining the following positions and the shore:

- a. 24°46'17.8"N, 141°17'39.1"E.
- b. 24°44'29.8"N, 141°16'23.1"E.
- c. 24°44'57.8"N, 141°13'22.1"E.
- d. 24°48'56.8"N, 141°15'19.1"E.
- e. 24°48'22.8"N, 141°16'29.1"E.
- f. 24°47'04.8"N, 141°16'59.1"E.
- g. 24°47'12.8"N, 141°17'27.1"E.

(Annex to Jpn NM 37/03)

42/03

PUB 120 (Continued)

Page 151—Line 2/L; insert after:

Cautions 151
(NIMA) 42/03

Page 151—Line 20/L; insert after:

Cautions**Special Warning 95 (Issued 10 February 1994)**

1. Mariners operating small vessels such as yachts and fishing boats should note that Nicaragua has boundary disputes with its neighbors in both its Caribbean and Pacific waters, especially with Honduras and should exercise caution. There have been cases of foreign-flagged fishing vessels and other vessels being seized off the Nicaraguan coast by Nicaraguan authorities. The government of Nicaragua has adopted a new law that mandates the payment of a fine equal to 200 per cent of the value of any boat caught fishing illegally within Nicaragua's Exclusive Economic Zone (EEZ).

2. While in all cases passengers and crew have been released within a period of several weeks, in some cases the ships have been searched, personal gear and navigation equipment has been stolen, and their have been excessive delays in releasing vessels. Prompt U.S. Embassy consular access to detained U.S. citizens on Nicaragua's Caribbean coast may not be possible due to the relative isolation of the region.

3. It should also be noted that there have been incidents of piracy in Caribbean and Pacific waters off the coast of Nicaragua, but the Nicaraguan navy has increased its patrols and no recent incidents have been reported.

(NIMA) 42/03

Page 179—Line 2/L; insert after:

Cautions 179
(NIMA) 42/03

Page 179—Line 27/L; insert after:

Cautions**Special Warning 77 (Issued 25 May 1990)**

1. Bougainville Island declared unilateral independence from Papua New Guinea May 17, 1990. The government of Papua New Guinea does not recognize the declaration. consequently, the political situation may be tense in the future.

2. The following Notice to Mariners No. 36/90 issued by the government of Papua New Guinea is quoted in its entirety:

“Quote. Overseas vessels are advised to stand clear of the islands of the Bougainville and Buka and to remain outside of territorial waters extending 12 nautical miles from the coast of Bougainville and Buka and immediately adjacent islands but excluding Solomon Islands territory, and excluding the groups of islands or atolls known as Fenny, Green, Nuguria, Carteret, Mortlock and Tasman. Any vessel entering the waters adjacent

to Bougainville or Buka will be subject to stop and search powers. This Notice to Mariners is effective immediately (22nd May 1990 EST) in respect to overseas shipping. Papua New Guinea coastal vessels will be restricted as of midnight local time on 20th May 1990. Restrictions will continue for an indefinite period. Charts affected are BA 214, BA 2766, BA 3419, BA 3420, BA 3830, BA 3994, INT 604 and AUS 4604. Dept of Transport. Port Moresby. Papua New Guinea. Unquote.”

3. U.S. mariners are advised to exercise extreme caution in entering and transiting the waters of Bougainville.
(NIMA) 42/03

PUB 123 8 Ed 2001 LAST NM 38/03

Page 21—Line 9/R; read:

entrance are radar conspicuous. There are platforms, in ruins, which stand about 3.25 miles S of the terminal, barely show 5m above sea level, and are poor radar targets.

(BA NM 36/03) 42/03

PUB 140 2 Ed 2001 LAST NM 37/03

Page 163—Line 2/L; insert after:

Cautions 163
(NIMA) 42/03

Page 163—Line 23/L; insert after:

Cautions**Special Warning 95 (Issued 10 February 1994)**

1. Mariners operating small vessels such as yachts and fishing boats should note that Nicaragua has boundary disputes with its neighbors in both its Caribbean and Pacific waters, especially with Honduras and should exercise caution. There have been cases of foreign-flagged fishing vessels and other vessels being seized off the Nicaraguan coast by Nicaraguan authorities. The government of Nicaragua has adopted a new law that mandates the payment of a fine equal to 200 per cent of the value of any boat caught fishing illegally within Nicaragua's Exclusive Economic Zone (EEZ).

2. While in all cases passengers and crew have been released within a period of several weeks, in some cases the ships have been searched, personal gear and navigation equipment has been stolen, and their have been excessive delays in releasing vessels. Prompt U.S. Embassy consular access to detained U.S. citizens on Nicaragua's Caribbean coast may not be possible due to the relative isolation of the region.

3. It should also be noted that there have been incidents of piracy in Caribbean and Pacific waters off the coast of Nicaragua, but the Nicaraguan navy has increased its patrols and no recent incidents have been reported.

(NIMA) 42/03

PUB 140 (Continued)

Page 165—Line 14/L; insert after:

Vessel Traffic Service
(NIMA)**172**
42/03

Page 172—Line 41/R; insert after:

Vessel Traffic Service**Traffic Reporting—Entry into or passage through Norwegian Territorial Waters (NTW)**

The following definitions apply to this section:

1. Baseline—Straight lines joining the outermost points of the entire coast of Norway.
2. Norwegian Internal Waters (NIW)—All waters inside the baseline.
3. Norwegian Territorial Waters (NTW)—All waters within the territorial limits of Norway extending 4 miles seaward from the baseline.

All foreign non-military vessels are to keep Norwegian Authorities informed when sailing in Norwegian Territorial Waters (NTW). This is to be done by sending an Arrival Notification and a Reporting Point Notification through the nearest Norwegian Coast Radio Station (CRS), or directly to the Norwegian Authorities, as follows:

1. For vessels in positions N of 65°N:
Regional Headquarters North
Surveillance Center
N-8002 Bodo
Norway
Telephone: +47 75 536886
Fax: +47 75 536354
E-mail: Idkncos@common.mil.no
2. For vessels in positions S of 65°N:
National Joint Headquarters
Naval Operations Center
N-4068 Stavanger
Norway
Telephone: +47 51 343815
Fax: +47 51 343819
E-mail: coss@neurope.nato.int

Arrival Notification.—The Arrival Notification should be sent at least 24 hours in advance of entering Norwegian Internal Waters (NIW). In need for dispensation to enter NIW earlier than 24 hours, vessels should contact the Norwegian Authorities through a CRS or by telephone at the above numbers. Messages without a valid AAIC will not be accepted by a CRS.

The Arrival Notification shall contain the following:

1. Vessel name.
2. Call sign.
3. AAIC (Accounting Authority Identification Code).
4. IMO identity.
5. MMSI number.
6. Flag (nationality).
7. Type of vessel.
8. Type, quantity, and UN number of cargo.
9. LOA (feet or meters), beam (feet or meters), draft (feet or meters), and tonnage (gross tons).
10. Last port/place before entering NTW.
11. Next port after leaving NTW.

12. Date, time (UTC), and position on entering Norwegian baseline.
13. Date, time (UTC), and position on leaving Norwegian baseline.
14. Port (name, ETA, ETD, and purpose).
15. Norwegian agent's name, address, and telephone.
16. Vessel's communication numbers (INMARSAT or telephone).
17. Master's name and nationality.

Vessels calling at more than one port of call within Norwegian Territorial Waters should repeat the above details of 14 and 15 for the additional ports.

If changes of more than 4 hours to the ETA/ETD given in the original Advance Notification occur, an updated Arrival Notification shall be sent to the Norwegian authorities as soon as possible.

Reporting Point Notification.—This should be sent when crossing the Norwegian baseline upon entering and leaving NIW, and when passing the Reporting Points, listed below. Reporting Point Notifications without a valid AAIC will not be accepted by a CRS.

The Reporting Point Notification shall contain the following:

1. Vessel name.
2. Call sign.
3. AAIC (Accounting Authority Identification Code).
4. IMO identity.
5. MMSI number.
6. Flag (nationality).
7. Current position (latitude/longitude).
8. Destination.
9. Master's name and nationality.

Reporting Points		
No.	Name	Reporting Line
1	Kvitsoy	Latitude 59°05'N
2	Stad	Latitude 62°10'N
3	Rorvik	Latitude 64°52'N
4	Landegode	Latitude 67°27'N
5	Tromso	Latitude 69°41'N
6	Honningsvag	Longitude 26°00'E
	Passing the baseline	When entering or leaving NTW

Stopping or anchoring.—Stopping or anchoring by vessels passing through NTW is only permitted, as follows:

1. Actions incidental to ordinary navigation.
2. Force majeure.
3. Distress.
4. Assisting persons, ships, or aircraft in danger or distress.

If a vessel makes a temporary stop or remains stationary, the Norwegian Authorities must be notified.

(BA NM 37/03, Section VI)

42/03

PUB 148 7 Ed 2001 LAST NM 22/03

Page 69—Lines 11 to 12/R; read:

Anchorage.—A general and quarantine anchorage area is situated 4.5 miles NNW of Riohacha, as seen on the chart.

(BA NM 37/03) 42/03

PUB 154 8 Ed 2002 LAST NM 41/03

Page 193—Line 17/L; insert after:

Caution.—Two submarine cables cross Marcus Passage and Malacca Passage, starting about 2 miles N of Hazel Point on Smith Island to the N end of Lawyer Island and then ashore to Porcher Island, about 1 mile S of Hunter Point, as seen on chart.

(Can PAC 205) 42/03

Page 194—Line 31/L; insert after:

Two submarine cables cross Marcus Passage and Malacca Passage, starting about 2 miles N of Hazel Point on Smith Island to the N end of Lawyer Island and then ashore to Porcher Island, about 1 mile S of Hunter Point, as seen on chart.

(Can PAC 205) 42/03

Page 194—Lines 5 to 6/R; read:

clearance of 27m, extends across the entrance to Tsum Tsadai Inlet.

(Can PAC 205) 42/03

Page 194—Line 6/R; insert after:

Two submarine cables cross Inverness Passage about 0.8 mile SE of Hicks Point, as seen on the chart.

(Can PAC 205) 42/03

PUB 180 3 Ed 2002 LAST NM 24/03

Page 89—Line 1/R to Page 90—Line 20/R; read:

Traffic Reporting—Entry into or passage through Norwegian Territorial Waters (NTW)

The following definitions apply to this section:

1. Baseline—Straight lines joining the outermost points of the entire coast of Norway.

2. Norwegian Internal Waters (NIW)—All waters inside the baseline.

3. Norwegian Territorial Waters (NTW)—All waters within the territorial limits of Norway extending 4 miles seaward from the baseline.

All foreign non-military vessels are to keep Norwegian Authorities informed when sailing in Norwegian Territorial Waters (NTW). This is to be done by sending an Arrival Notification and a Reporting Point Notification through the nearest Norwegian Coast Radio Station (CRS), or directly to the Norwegian Authorities, as follows:

- For vessels in positions N of 65°N:
Regional Headquarters North
Surveillance Center
N-8002 Bodo
Norway
Telephone: +47 75 536886

Fax: +47 75 536354

E-mail: Idkncos@common.mil.no

- For vessels in positions S of 65°N:
National Joint Headquarters
Naval Operations Center
N-4068 Stavanger
Norway
Telephone: +47 51 343815
Fax: +47 51 343819
E-mail: coss@neurope.nato.int

Arrival Notification.—The Arrival Notification should be sent at least 24 hours in advance of entering Norwegian Internal Waters (NIW). In need for dispensation to enter NIW earlier than 24 hours, vessels should contact the Norwegian Authorities through a CRS or by telephone at the above numbers. Messages without a valid AAIC will not be accepted by a CRS.

The Arrival Notification shall contain the following:

- Vessel name.
- Call sign.
- AAIC (Accounting Authority Identification Code).
- IMO identity.
- MMSI number.
- Flag (nationality).
- Type of vessel.
- Type, quantity, and UN number of cargo.
- LOA (feet or meters), beam (feet or meters), draft (feet or meters), and tonnage (gross tons).
- Last port/place before entering NTW.
- Next port after leaving NTW.
- Date, time (UTC), and position on entering Norwegian baseline.
- Date, time (UTC), and position on leaving Norwegian baseline.
- Port (name, ETA, ETD, and purpose).
- Norwegian agent's name, address, and telephone.
- Vessel's communication numbers (INMARSAT or telephone).
- Master's name and nationality.

Vessels calling at more than one port of call within Norwegian Territorial Waters should repeat the above details of 14 and 15 for the additional ports.

If changes of more than 4 hours to the ETA/ETD given in the original Advance Notification occur, an updated Arrival Notification shall be sent to the Norwegian authorities as soon as possible.

Reporting Point Notification.—This should be sent when crossing the Norwegian baseline upon entering and leaving NIW, and when passing the Reporting Points, listed below. Reporting Point Notifications without a valid AAIC will not be accepted by a CRS.

The Reporting Point Notification shall contain the following:

- Vessel name.
- Call sign.
- AAIC (Accounting Authority Identification Code).
- IMO identity.
- MMSI number.
- Flag (nationality).
- Current position (latitude/longitude).

PUB 180 (Continued)

8. Destination.
9. Master's name and nationality.

Reporting Points		
No.	Name	Reporting Line
1	Kvitsoy	Latitude 59°05'N
2	Stad	Latitude 62°10'N
3	Rorvik	Latitude 64°52'N
4	Landegode	Latitude 67°27'N
5	Tromso	Latitude 69°41'N
6	Honningsvag	Longitude 26°00'E
	Passing the baseline	When entering or leaving NTW

Stopping or anchoring.—Stopping or anchoring by vessels passing through NTW is only permitted, as follows:

1. Actions incidental to ordinary navigation.
2. Force majeure.
3. Distress.
4. Assisting persons, ships, or aircraft in danger or distress.

If a vessel makes a temporary stop or remains stationary, the Norwegian Authorities must be notified.

(BA NM 37/03, Section VI) 42/03

PUB 192 8 Ed 2003 LAST NM 41/03

Page 60—Line 7/L; read:

Newarp Lighted Buoy (52°48'N., 1°56'E.), equipped with a

(BA NM 38/03) 42/03

Page 60—Line 11/L; read:

Generally, vessels proceeding S pass SW of Newarp Lighted Buoy and

(BA NM 38/03) 42/03

COAST PILOT CORRECTIONS

**COAST PILOT 1 33 Ed 2003 Change No. 14
LAST NM 39/03**

Page 61—Paragraph 212, line 10 to Page 62—Paragraph 213, line 1; read:

map or chart being used.

Subpart A—Special Anchorage Areas

§110.4 Penobscot Bay, Maine.

(a) *Rockland Harbor.* Beginning at a point bearing 244°, 1,715 yards, from Rockland Breakwater Light; thence 260°, 490 yards, to a point bearing 248° from Rockland Breakwater Light; thence 350°, 580 yards, to a point bearing 263° from Rockland Breakwater Light; thence 83°, 480 yards, to a point bearing 263° from Rockland Breakwater Light; and thence 169°, 550 yards, to the point of beginning. This area

is limited to vessels no greater than 20 meters in length.

Note to paragraph (a): This area is primarily for use by yachts and other recreational craft. Temporary floats or buoy for marking the location of the anchor may be used. All moorings shall be so placed that no vessel, when anchored, shall at any time extend beyond the limits of the area. All anchoring in the area shall be under the supervision of the local harbormaster or such authority as may be designated by authorities of the City of Rockland, Maine. Requests for placement of mooring buoys shall be directed to the local government. Fixed mooring piles or stakes are prohibited.

(b) [Reserved].

§110.5 Casco Bay, Maine

(a) Beals Cove, west side of Orrs Island, Harpswell.

(FR 7/31/03) 42/03

Page 66—Paragraph 336; read:

(a) *The anchorage grounds*—(1) *Anchorage A.* Beginning at a point bearing 158°, 1,075 yards, from Rockland Breakwater Light; thence 252°, 2,020 yards, to a point bearing 224° from Rockland Breakwater Light; thence 345°, 740 yards, to a point bearing 242° from Rockland Breakwater Light; thence 72°, 1,300 yards, to a point bearing 222° from Rockland Breakwater Light; and thence 120°, 1,000 yards, to the point of beginning.

(FR 7/31/03) 42/03

Page 66—Paragraphs 338 to 340; read:

(b) *The regulations.* (1) Anchorages A and B are general anchorage grounds reserved for merchant vessels, commercial vessels or passenger vessels over 65 feet in length. Fixed moorings, piles or stakes are prohibited.

(2) A distance of approximately 500 yards shall be left between Anchorages A and B for vessels entering or departing from the Port of Rockland. A distance of approximately 100 yards shall be left between Anchorage A and the Special Anchorage Area for vessels entering or departing facilities in the vicinity of Atlantic Point. Any vessel anchored in these anchorages shall be capable of moving and when ordered to move by the Captain of the Port shall do so with reasonable promptness.

(FR 7/31/03) 42/03

Page 243—Paragraph 369, line 4; read:

in Rockland Harbor. (See **110.1, 110.4, and 110.32**, chapter

...

(FR 7/31/03) 42/03

COAST PILOT 1 33 Ed 2003 Change No. 15

Page 112—Paragraphs 1407 to 1408; read:

(6) Knows the speed and direction of the current, set, drift, and tidal state for the area to be transited;

(7) Proceeds at a safe speed taking into account the weather, visibility, density of traffic, draft of tow, possibility of wake damage, speed and direction of the current, and local speed-limits; and

COAST PILOT 1 (Continued)

- (8) Monitors the voyage plan required by §164.80.
(CL 879/03; FR 04/29/03) 42/03

Page 112—Paragraph 1409, line 4 to Paragraph 1410, line 1; read:
are entered in the log or other record carried on board.

§164.80 Tests, inspections, and voyage planning.

- (a) The owner, master, or operator of each towing ...
(FR 4/29/03) 42/03

Page 112—Paragraph 1419, line 3; read:
of chafing gear; and of the winch brake, if installed.

(c) Towing vessels described in paragraphs (b) (1) through (4) of §164.01 are exempt from the voyage-planning requirements outlined in this section. If any part of a towing vessel's intended voyage is seaward of the baseline (i.e., the shoreward boundary) of the territorial sea of the U.S., then the owner, master, or operator of the vessel, employed to tow a barge or barges, must ensure that the voyage with the barge or barges is planned, taking into account all pertinent information before the vessel embarks on the voyage. The master must check the planned route for proximity to hazards before the voyage begins. During a voyage, if a decision is made to deviate substantially from the planned route, then the master or mate must plan the new route before deviating from the planned route. The voyage plan must follow company policy and consider the following (related requirements noted in parentheses);

- (1) Applicable information from nautical charts and publications (also see paragraph (b) of §164.72), including Coast Pilot, Coast Guard Light List, and Coast Guard Local Notice to Mariners for the port of departure, all ports of call, and the destination;
- (2) Current and forecast weather, including visibility, wind, and sea state for the port of departure, all ports of call, and the destination (also see paragraphs (a)(7) of §164.78 and (b) of §164.82);
- (3) Data on tides and currents for the port of departure, all ports of call, and the destination, and the river stages and forecast, if appropriate;
- (4) Forward and after drafts of the barge or barges and under-keel and vertical clearances (air-gaps) for all bridges, ports, and berthing areas;
- (5) Pre-departure checklists;
- (6) Calculated speed and estimated time of arrival at proposed waypoints;
- (7) Communication contacts at any Vessel Traffic Services, bridges, and facilities, and any port-specific requirements for VHF radio;
- (8) Any master's or operator's standing orders detailing closest points of approach, special conditions, and critical maneuvers; and
- (9) Whether the towing vessel has sufficient power to control the tow under all foreseeable circumstances.
(CL 879/03; FR 04/29/03) 42/03

COAST PILOT 1 33 Ed 2003 Change No. 16

Page 117—Paragraph 1548; insert after:

§165.105 Security Zones; Passenger Vessels, Portland, Maine, Captain of the Port Zone.

(a) *Definition.* "Passenger vessel" as used in this section means a passenger vessel over 100 gross tons authorized to carry more than 500 passengers for hire making voyages, any part of which is on the high seas, and for which passengers are embarked, disembarked or pay a port call, in the Portland, Maine, Captain of the Port zone as delineated in 33 CFR 3.05-15.

(b) *Location.* The following areas are security zones:

(1) All navigable waters within the Portland, Maine, Captain of the Port Zone, extending from the surface to the sea floor, within a 100-yard radius of any passenger vessel that is anchored, moored, or in the process of mooring.

(2) All navigable waters, within the Portland, Maine, Captain of the Port Zone, extending from the surface to the sea floor, extending 200 yards ahead, and 100 yards aside and astern of any passenger vessel that is underway.

(c) *Regulations.* (1) In accordance with the general regulations in §165.33 of this part, entry into or movement within these zones is prohibited unless previously authorized by the Coast Guard Captain of the Port, Portland, Maine (COTP) or his designated representative.

(2) All persons and vessels must comply with the instructions of the COTP or the designated on-scene Coast Guard patrol personnel. On-scene Coast Guard patrol personnel include commissioned, warrant and petty officers of the Coast Guard on board Coast Guard, Coast Guard Auxiliary, and local, state and federal law enforcement vessels. Emergency response vessels are authorized to move within the zone, but must abide by restrictions imposed by the COTP or his designated representative.

(3) No person may swim upon or below the surface of the water within the boundaries of these security zones unless previously authorized by the COTP or his designated representative.

(d) *Enforcement.* The Captain of the Port will enforce these zones and may enlist the aid and cooperation of any Federal, state, county, municipal, or private agency to assist in the enforcement of the regulation.

(FR 4/28/03) 42/03

COAST PILOT 1 33 Ed 2003 Change No. 17

Page 116—Paragraph 1543, line 3 to Paragraph 1548, line 6; read:
zone.

§165.103 Safety and Security Zones; LPG Vessel Transits in Portland, Maine, Captain of the Port Zone, Portsmouth Harbor, Portsmouth, New Hampshire.

(a) *Location.* The following areas are safety and security zones: (1) Except as provided in paragraph (a) (2) of this section, all navigable waters of the Portland, Maine, Captain of the Port zone, as defined in 33 CFR 3.05-15, one mile ahead, one half mile astern, and 1000-yards on either side of any

COAST PILOT 1 (Continued)

Liquefied Petroleum Gas vessel.

(2) All waters of the Piscataqua River within a 500-yard radius of any Liquefied Petroleum Gas (LPG) vessel while it is moored at the LPG receiving facility on the Piscataqua River, Newington, New Hampshire.

(b) *Definitions.* For purposes of this section, navigable waters of the United States includes all waters of the territorial sea as described in Presidential Proclamation No. 5928 of December 27, 1988. Presidential Proclamation No. 5928 of December 27, 1988 declared that the territorial sea of the United States extends to 12 nautical miles from the baseline of the United States.

(c) *Regulations.* (1) In accordance with the general regulations in §§165.23 and 165.33 of this part, entry into or movement within these zones is prohibited unless previously authorized by the Captain of the Port (COTP), Portland, Maine.

(2) All persons and vessels shall comply with the instructions of the COTP or the designated on-scene U.S. Coast Guard patrol personnel. On-scene Coast Guard patrol personnel include commissioned, warrant, and petty officers of the Coast Guard on board Coast Guard, Coast Guard Auxiliary, and local, state, and federal law enforcement vessels. Emergency response vessels are authorized to move within the zone, but must abide by restrictions imposed by the Captain of the Port.

(3) No person may swim upon or below the surface of the water within the boundaries of the safety and security zones unless previously authorized by the Captain of the Port, Portland, Maine or his authorized patrol representative.

(d) The Captain of the Port will notify the maritime community and local agencies of periods during which these safety and security zones will be in effect by providing notice of arrivals and departures of LPG vessels via the telephone and/or Marine Safety Information Radio Broadcasts.

(FR 9/4/02) 42/03

Page 131—Paragraph 1856, line 16 to Paragraph 1857; read: Resources”).

§226.203 Critical Habitat for North Atlantic right whales

North Atlantic Right Whale (*Eubalaena glacialis*)
(FR 4/10/03) 42/03

COAST PILOT 1 33 Ed 2003 Change No. 18

Page 136—Paragraph 33, line 7; read:

Bank (peak season: July through September), Jeffreys ...
(NOS/03) 42/03

Page 136—Paragraph 33, line 19; read:

Stellwagen Bank and Jeffreys Ledge are located in the ...
(NOS/03) 42/03

Page 139—Paragraph 87, line 3; read:

southward of Matinicus Rock Light. Jeffreys Ledge is a

feeding ...
(NOS/03) 42/03

Page 164—Paragraph 51, line 3; read:
of 9 feet or more. Pilotage is optional for fishing vessels and
vessels powered predominately by sail.

(CL 2205/02) 42/03

Page 194—Paragraph 73, line 3; read:
feet or more. Pilotage is optional for fishing vessels and ves-
sels powered predominately by sail. Pilotage can be arranged
through ship's ...

(CL 2205/02) 42/03

Page 267—Paragraph 91; read:

Pilotage is compulsory for all foreign vessels, and for U.S.
vessels under registry with a draft of 9 feet or more. Pilotage
is optional for fishing vessels and vessels powered predomi-
nantly by sail.

(CL 2205/02) 42/03

Page 272—Paragraph 174, line 2; read:

U.S. vessels under registry with a draft of 9 feet or more.
Pilotage is optional for fishing vessels and vessels powered
predominantly by sail. Pilots are available to take ...

(CL 2205/02) 42/03

Page 273—Paragraph 197, line 1; read:

Cameron Point Light 7 (43°51'05"N., 69°40'06"W.), ...
(17/03 CG1; LL/03) 42/03

Page 276—Paragraph 226, line 2; read:

foreign vessels and U.S. vessels under registry with a draft of
9 feet or greater. Pilotage is optional for fishing vessels and
vessels powered predominately by sail. Pilot services ...

(CL 2205/02) 42/03

Page 282—Paragraph 333, line 2; read:

vessels under registry with a draft of 9 feet or greater. Pilot-
age is optional for fishing vessels and vessels powered pre-
dominately by sail. Pen-Bar Pilots offers pilotage for ...

(CL 2205/02) 42/03

Page 298—Paragraph 606, line 5; read:

Island and Cow Island. A buoy marks the northwest extrem-
ity of the ledge.

(22/03 CG1) 42/03

**COAST PILOT 2 32 Ed 2003 Change No. 21
LAST NM 39/03**

Page 87—Paragraph 1102; read:

(a) The Route 36 Bridge, mile 1.8, at Highlands, New
Jersey, shall open on signal; except that, from May 15
through October 15, 7 a.m. to 8 p.m., the draw need open on
the hour and half hour only. The owners of the bridge shall
provide and keep in good legible condition, two clearance
gauges, with figures not less than eight inches high,
designed, installed, and maintained according to the provi-

COAST PILOT 2 (Continued)

sions of §118.160 of this chapter.

(FR 7/22/03)

42/03

Page 121—Paragraphs 1852 to 1853; read:

(6) Knows the speed and direction of the current, set, drift, and tidal state for the area to be transited;

(7) Proceeds at a safe speed taking into account the weather, visibility, density of traffic, draft of tow, possibility of wake damage, speed and direction of the current, and local speed-limits; and

(8) Monitors the voyage plan required by §164.80.

(CL 879/03; FR 04/29/03)

42/03

Page 122—Paragraph 1854, line 4 to Paragraph 1855, line 1; read:

are entered in the log or other record carried on board.

§164.80 Tests, inspections, and voyage planning.

(a) The owner, master, or operator of each towing ...

(FR 4/29/03; CL 879/03)

42/03

Page 122—Paragraph 1864, line 3; read:

of chafing gear; and of the winch brake, if installed.

(c) Towing vessels described in paragraphs (b) (1) through (4) of §164.01 are exempt from the voyage-planning requirements outlined in this section. If any part of a towing vessel's intended voyage is seaward of the baseline (i.e., the shoreward boundary) of the territorial sea of the U.S., then the owner, master, or operator of the vessel, employed to tow a barge or barges, must ensure that the voyage with the barge or barges is planned, taking into account all pertinent information before the vessel embarks on the voyage. The master must check the planned route for proximity to hazards before the voyage begins. During a voyage, if a decision is made to deviate substantially from the planned route, then the master or mate must plan the new route before deviating from the planned route. The voyage plan must follow company policy and consider the following (related requirements noted in parentheses):

(1) Applicable information from nautical charts and publications (also see paragraph (b) of §164.72), including Coast Pilot, Coast Guard Light List, and Coast Guard Local Notice to Mariners for the port of departure, all ports of call, and the destination;

(2) Current and forecast weather, including visibility, wind, and sea state for the port of departure, all ports of call, and the destination (also see paragraphs (a)(7) of §164.78 and (b) of §164.82);

(3) Data on tides and currents for the port of departure, all ports of call, and the destination, and the river stages and forecast, if appropriate;

(4) Forward and after drafts of the barge or barges and under-keel and vertical clearances (air-gaps) for all bridges, ports, and berthing areas;

(5) Pre-departure checklists;

(6) Calculated speed and estimated time of arrival at proposed waypoints;

(7) Communication contacts at any Vessel Traffic Services, bridges, and facilities, and any port-specific require-

ments for VHF radio;

(8) Any master's or operator's standing orders detailing closest points of approach, special conditions, and critical maneuvers; and

(9) Whether the towing vessel has sufficient power to control the tow under all foreseeable circumstances.

(CL 879/03; FR 04/29/03)

42/03

COAST PILOT 2

32 Ed 2003

Change No. 22

Page 150—Paragraph 2654, line 4; read:
designate.

§334.102 Sandy Hook Bay, Naval Weapons Station EARLE, Piers and Terminal Channel, Restricted Area, Middletown, New Jersey.

(a) *The area.* All of the navigable waters within the area bounded by these coordinates:

40°25'55.6"N., 074°04'31.4"W.; thence to 40°26'54.0"N., 074°03'53.0"W.; thence to 40°26'58.0"N., 074°04'03.0"W.; thence to 40°27'56.0"N., 074°03'24.0"W.; thence to 40°27'41.7"N., 074°02'45.0"W.; thence to 40°28'23.5"N., 074°02'16.6"W.; thence to 40°28'21.2"N., 074°01'56.0"W.; thence to 40°28'07.9"N., 074°02'18.6"W.; thence to 40°27'39.3"N., 074°02'38.3"W.; thence to 40°27'28.5"N., 074°02'10.4"W.; thence to 40°26'29.5"N., 074°02'51.2"W.; thence to 40°26'31.4"N., 074°02'55.4"W.; thence to 40°25'27.1"N., 074°03'39.7"W.; and thence along the shoreline to the point of origin (NAD 83).

The Department of the Navy plans to install buoys along these coordinates to outline the Restricted Area.

(b) *The regulation.* (1) Except as set forth in subparagraph (b)(2), no persons, unauthorized vessels or other unauthorized craft may enter the restricted area at any time;

(2) Vessels are authorized to cross the Terminal Channel provided that there are no naval vessels then transiting the channel bounded by:

40°27'41.7"N., 074°02'45.0"W.; thence to 40°28'23.5"N., 074°02'16.6"W.; thence to 40°28'21.2"N., 074°01'56.0"W.; thence to 40°28'07.9"N., 074°02'18.6"W.; thence to 40°27'39.3"N., 074°02'38.3"W.; and

(3) No person may swim in the Restricted Area.

(c) *Enforcement.* The regulation in this section, promulgated by the U.S. Army Corps of Engineers, shall be enforced by the Commanding Officer, Naval Weapons Station Earle, and/or other persons or agencies as he/she may designate.

TITLE 40—PROTECTION OF ENVIRONMENT**Part 140—Marine Sanitation Device Standard****§140.1 Definitions.**

For the purpose of these standards the following definitions shall apply:

COAST PILOT 2 (Continued)

(a) *Sewage* means human body wastes and the wastes from toilets and other receptacles intended to receive or retain body wastes;

(b) *Discharge* includes, but is not limited to, any spilling, leaking, pumping, pouring, emitting, emptying, or dumping;

(c) *Marine sanitation device* includes any equipment for installation onboard a vessel and which is designed to receive, retain, treat, or discharge sewage and any process to treat such sewage;

(d) *Vessel* includes every description of watercraft or other artificial contrivance used, or capable of being used, as a means of transportation on waters of the United States;

(e) *New vessel* refers to any vessel on which construction was initiated on or after January 30, 1975;

(f) *Existing vessel* refers to any vessel on which construction was initiated before January 30, 1975;

(g) *Fecal coliform bacteria* are those organisms associated with the intestines of warm-blooded animals that are commonly used to indicate the presence of fecal material and the potential presence of organisms capable of causing human disease.

§140.2 Scope of standard.

The standard adopted herein applies only to vessels on which a marine sanitation device has been installed. The standard does not require the installation of a marine sanitation device on any vessel that is not so equipped. The standard applies to vessels owned and operated by the United States unless the Secretary of Defense finds that compliance would not be in the interest of national security.

§140.3 Standard.

(a) (1) In freshwater lakes, freshwater reservoirs or other freshwater impoundments whose inlets or outlets are such as to prevent the ingress or egress by vessel traffic subject to this regulation, or in rivers not capable of navigation by interstate vessel traffic subject to this regulation, marine sanitation devices certified by the U.S. Coast Guard (see 33 CFR part 159, published in 40 FR 4622, January 30, 1975), installed on all vessels shall be designed and operated to prevent the overboard discharge of sewage, treated or untreated, or of any waste derived from sewage. This shall not be construed to prohibit the carriage of Coast Guard-certified flow-through treatment devices which have been secured so as to prevent such discharges.

(2) In all other waters, Coast Guard-certified marine sanitation devices installed on all vessels shall be designed and operated to either retain, dispose of, or discharge sewage. If the device has a discharge, subject to paragraph (d) of this section, the effluent shall not have a fecal coliform bacterial count of greater than 1,000 per 100 milliliters nor visible floating solids. Waters where a Coast Guard-certified marine sanitation device permitting discharge is allowed include coastal waters and estuaries, the Great Lakes and inter-connected waterways, fresh-water lakes and impoundments accessible through locks, and other flowing waters that are navigable interstate by vessels subject to this regulation.

(b) This standard shall become effective on January 30, 1977 for new vessels and on January 30, 1980 for existing vessels (or, in the case of vessels owned and operated by the Department of Defense, two years and five years, for new and existing vessels, respectively, after promulgation of implementing regulations by the Secretary of Defense under section 312(d) of the Act).

(c) Any vessel which is equipped as of the date of promulgation of this regulation with a Coast Guard-certified flow-through marine sanitation device meeting the requirements of paragraph (a)(2) of this section, shall not be required to comply with the provisions designed to prevent the overboard discharge of sewage, treated or untreated, in paragraph (a)(1) of this section, for the operable life of that device.

(d) After January 30, 1980, subject to paragraphs (e) and (f) of this section, marine sanitation devices on all vessels on waters that are not subject to a prohibition of the overboard discharge of sewage, treated or untreated, as specified in paragraph (a)(1) of this section, shall be designed and operated to either retain, dispose of, or discharge sewage, and shall be certified by the U.S. Coast Guard. If the device has a discharge, the effluent shall not have a fecal coliform bacterial count of greater than 200 per 100 milliliters, nor suspended solids greater than 150 mg/l.

(e) Any existing vessel on waters not subject to a prohibition of the overboard discharge of sewage in paragraph (a)(1) of this section, and which is equipped with a certified device on or before January 30, 1978, shall not be required to comply with paragraph (d) of this section, for the operable life of that device.

(f) Any new vessel on waters not subject to the prohibition of the overboard discharge of sewage in paragraph (a)(1) of this section, and on which construction is initiated before January 31, 1980, which is equipped with a marine sanitation device before January 31, 1980, certified under paragraph (a)(2) of this section, shall not be required to comply with paragraph (d) of this section, for the operable life of that device.

(g) The degrees of treatment described in paragraphs (a) and (d) of this section are "appropriate standards" for purposes of Coast Guard and Department of Defense certification pursuant to section 312(g)(2) of the Act.

§140.4 Complete prohibition.

(a) Prohibition pursuant to CWA section 312(f)(3): a State may completely prohibit the discharge from all vessels of any sewage, whether treated or not, into some or all of the waters within such State by making a written application to the Administrator, Environmental Protection Agency, and by receiving the Administrator's affirmative determination pursuant to section 312(f)(3) of the Act. [...]

(b) Prohibition pursuant to CWA section 312(f)(4)(A): a State may make a written application to the Administrator, Environmental Protection Agency, under section 312(f)(4)(A) of the Act, for the issuance of a regulation completely prohibiting discharge from a vessel of any sewage, whether treated or not, into particular waters of the United States or specified portions thereof, which waters are located within the boundaries of such State. Such application shall specify

COAST PILOT 2 (Continued)

with particularly the waters, or portions thereof, for which a complete prohibition is desired. The application shall include identification of water recreational areas, drinking water intakes, aquatic sanctuaries, identifiable fish-spawning and nursery areas, and areas of intensive boating activities. If, on the basis of the State's application and any other information available to him, the Administrator is unable to make a finding that the waters listed in the application require a complete prohibition of any discharge in the waters or portions thereof covered by the application, he shall state the reasons why he cannot make such a finding, and shall deny the application. If the Administrator makes a finding that the waters listed in the application require a complete prohibition of any discharge in all or any part of the waters or portions thereof covered by the State's application, he shall publish notice of such findings together with a notice of proposed rule making, and then shall proceed in accordance with 5 U.S.C. 553. If the Administrator's finding is that applicable water quality standards require a complete prohibition covering a more restricted or more expanded area than that applied for by the State, he shall state the reasons why his finding differs in scope from that requested in the State's application. [...]

(ii) Waters of the State of Florida within the boundaries of the Florida Keys National Marine Sanctuary as delineated on a map of the Sanctuary at <http://www.fknms.nos.noaa.gov/>.

(c)(1) Prohibition pursuant to CWA section 312(f)(4)(B): A State may make written application to the Administrator of the Environmental Protection Agency under section 312(f)(4)(B) of the Act for the issuance of a regulation establishing a drinking water intake no discharge zone which completely prohibits discharge from a vessel of any sewage, whether treated or untreated, into that zone in particular waters, or portions thereof, within such State. Such application shall:

(i) Identify and describe exactly and in detail the location of the drinking water supply intake(s) and the community served by the intake(s), including average and maximum expected amounts of inflow;

(ii) Specify and describe exactly and in detail, the waters, or portions thereof, for which a complete prohibition is desired, and where appropriate, average, maximum and low flows in million gallons per day (MGD) or the metric equivalent;

(iii) Include a map, either a USGS topographic quadrant map or a NOAA nautical chart, as applicable, clearly marking by latitude and longitude the waters or portions thereof to be designated a drinking water intake zone; and

(iv) Include a statement of basis justifying the size of the requested drinking water intake zone, for example, identifying areas of intensive boating activities.

(2) If the Administrator finds that a complete prohibition is appropriate under this paragraph, he or she shall publish notice of such finding together with a notice of proposed rulemaking, and then shall proceed in accordance with 5 U.S.C. 553. If the Administrator's finding is that a complete prohibition covering a more restricted or more expanded area than that applied for by the State is

appropriate, he or she shall also include a statement of the reasons why the finding differs in scope from that requested in the State's application.

(3) If the Administrator finds that a complete prohibition is inappropriate under this paragraph, he or she shall deny the application and state the reasons for such denial.

(4) For the following waters the discharge from a vessel of any sewage, whether treated or not, is completely prohibited pursuant to CWA section 312(f)(4)(B):

(i) Two portions of the Hudson River in New York State, the first is bounded by an east-west line through the most northern confluence of the Mohawk River which will be designated by the Troy-Waterford Bridge (126th Street Bridge) on the south and Lock 2 on the north, and the second of which is bounded on the north by the southern end of Houghtaling Island and on the south by a line between the Village of Roseton on the western shore and Low Point on the eastern shore in the vicinity of Chelsea, as described in Items 2 and 3 of 6 NYCRR Part 858.4.

(ii) [Reserved]

§140.5 Analytical procedures.

In determining the composition and quality of effluent discharge from marine sanitation devices, the procedures contained in 40 CFR part 136, "Guidelines Establishing Test Procedures for the Analysis of Pollutants," or subsequent revisions or amendments thereto, shall be employed.

(FR 6/26/03; 40 CFR 140)

42/03

COAST PILOT 2 32 Ed 2003 Change No. 23

Page 126—Paragraphs 1975 to 1982; read:

(ii) The waters of Fishers Island Sound east of 72°02'West, and west of 71°55'West.

§165.121 Safety and Security Zones: High Interest Vessels, Narragansett Bay, Rhode Island.

(a) *Location.* (1) All waters of Rhode Island Sound within a mile radius of any high interest vessel while the vessel is anchored within mile of the point Latitude 41°25'N., Longitude 71°23'W. in the Narragansett Bay Precautionary Area.

(2) All waters of Rhode Island Sound, Narragansett Bay, the Providence and Taunton Rivers 2 miles ahead and 1 mile astern, and extending 1000 yards on either side of any high interest vessel transiting Narragansett Bay, or the Providence and Taunton Rivers.

(3) All waters and land within a 1000-yard radius of any high interest vessel moored at a waterfront facility in the Providence Captain of the Port zone.

(b) *High Interest Vessels defined.* For purposes of this section, high interest vessels operating in the Providence Captain of the Port zone include the following: barges or ships carrying liquefied petroleum gas (LPG), liquefied natural gas (LNG), chlorine, anhydrous ammonia, or any other cargo deemed to be high interest by the Captain of the Port, Providence.

(c) *Regulations.* (1) Entry into or movement within these zones, including below the surface of the water, during times

COAST PILOT 2 (Continued)

in which high interest vessels are present and the zones are enforced is prohibited unless authorized by the COTP Providence or authorized representative.

(2) The general regulations covering safety and security zones in §§165.23 and 165.33, respectively, of this part apply.

(3) All persons and vessels shall comply with the instructions of the COTP, and the designated on-scene U.S. Coast Guard personnel. On-scene Coast Guard patrol personnel include commissioned, warrant, and petty officers of the Coast Guard on board Coast Guard, Coast Guard Auxiliary, local, state, and federal law enforcement vessels.

(FR 9/3/02) 42/03

Page 152—Paragraph 2686, line 16 to Paragraph 2687; read: Resources”).

§226.203 Critical Habitat for North Atlantic right whales

North Atlantic Right Whale (*Eubalaena glacialis*)
(FR 4/10/03) 42/03

**COAST PILOT 3 36 Ed 2003 Change No. 13
LAST NM 36/03**

Page 118—Paragraph 1711; read:

§165.500 Safety/Security Zones; Chesapeake Bay, Maryland.

(a) *Definitions.* (1) Certain Dangerous Cargo (CDC) means a material defined in 33 CFR part 160.

(2) Liquefied Hazardous Gas (LHG) means a material defined in 33 CFR part 127.

(3) Liquefied Natural Gas (LNG) means a material defined in 33 CFR part 127.

(4) Cruise ship means a vessel defined as a “passenger vessel” in 46 U.S.C. 2101 (22).

(b) *Location.* The following areas are a safety/security zone: All waters of the Chesapeake Bay and its tributaries, from surface to bottom, within a 500 yard radius around cruise ships and vessels transporting CDC, LNG, or LHG while transiting, anchored, or moored within the COTP Baltimore zone.

(c) *Regulations.* (1) The COTP will notify the maritime community of affected vessels and the periods during which the safety/security zones will be enforced by providing notice to mariners in accordance with 33 CFR 165.7.

(2) Entry into or remaining in this zone is prohibited unless authorized by the Coast Guard COTP, Baltimore, Maryland or his designated representative.

(3) Persons desiring to transit the area of the security zone may contact the COTP at telephone number 410-576-2693 or on VHF channel 16 (156.8 MHz) to seek permission to transit the area. If permission is granted, all persons and vessels must comply with the instructions of the COTP or his or her designated representative.

(d) *Authority.* In addition to 33 U.S.C. 1231, the authority for this section includes 50 U.S.C. 191.

(FR 7/22/03) 42/03

Page 253—Paragraph 60, lines 4 to 5; read:

Linkhorn Bay near Virginia Beach. In November 2001, the reported controlling depth was 6.8 feet to head of the project at the northern entrance ...

(CL 1420/02) 42/03

COAST PILOT 3 36 Ed 2003 Change No. 14

Page 114—Paragraphs 1586 to 1587; read:

(6) Knows the speed and direction of the current, set, drift, and tidal state for the area to be transited;

(7) Proceeds at a safe speed taking into account the weather, visibility, density of traffic, draft of tow, possibility of wake damage, speed and direction of the current, and local speed-limits; and

(8) Monitors the voyage plan required by §164.80.
(CL 879/03; FR 04/29/03) 42/03

Page 114—Paragraph 1588, line 4 to Paragraph 1589, line 1; read:

are entered in the log or other record carried on board.

§164.80 Tests, inspections, and voyage planning.

(a) The owner, master, or operator of each towing ...
(FR 4/29/03; CL 879/03) 42/03

Page 115—Paragraph 1598, line 3; read:

of chafing gear; and of the winch brake, if installed.

(c) Towing vessels described in paragraphs (b) (1) through (4) of §164.01 are exempt from the voyage-planning requirements outlined in this section. If any part of a towing vessel’s intended voyage is seaward of the baseline (i.e., the shoreward boundary) of the territorial sea of the U.S., then the owner, master, or operator of the vessel, employed to tow a barge or barges, must ensure that the voyage with the barge or barges is planned, taking into account all pertinent information before the vessel embarks on the voyage. The master must check the planned route for proximity to hazards before the voyage begins. During a voyage, if a decision is made to deviate substantially from the planned route, then the master or mate must plan the new route before deviating from the planned route. The voyage plan must follow company policy and consider the following (related requirements noted in parentheses);

(1) Applicable information from nautical charts and publications (also see paragraph (b) of §164.72), including Coast Pilot, Coast Guard Light List, and Coast Guard Local Notice to Mariners for the port of departure, all ports of call, and the destination;

(2) Current and forecast weather, including visibility, wind, and sea state for the port of departure, all ports of call, and the destination (also see paragraphs (a)(7) of §164.78 and (b) of §164.82);

(3) Data on tides and currents for the port of departure, all ports of call, and the destination, and the river stages and forecast, if appropriate;

(4) Forward and after drafts of the barge or barges and under-keel and vertical clearances (air-gaps) for all bridges, ports, and berthing areas;

COAST PILOT 3 (Continued)

- (5) Pre-departure checklists;
- (6) Calculated speed and estimated time of arrival at proposed waypoints;
- (7) Communication contacts at any Vessel Traffic Services, bridges, and facilities, and any port-specific requirements for VHF radio;
- (8) Any master's or operator's standing orders detailing closest points of approach, special conditions, and critical maneuvers; and
- (9) Whether the towing vessel has sufficient power to control the tow under all foreseeable circumstances.
(CL 879/03; FR 04/29/03) 42/03

COAST PILOT 3 36 Ed 2003 Change No. 15

Page 151—Paragraph 2556, line 16 to Paragraph 2557; read:
Resources”).

§226.203 Critical Habitat for North Atlantic right whales
North Atlantic Right Whale (*Eubalaena glacialis*)
(FR 4/10/03) 42/03

Page 175—Paragraph 39, lines 5 to 6; read:
charted. In July 2003, the controlling depth was 4.9 feet in the entrance channel between ...
(BP 181518) 42/03

Page 182—Paragraph 75, lines 2 to 8; read:
miles west of Cape May Inlet. In April 2003, the controlling depth was 15.2 feet (17.1 feet at midchannel) through Cape May Inlet to the inner end of the jetties; thence in June 2003, 11.8 feet (14.7 feet at midchannel) to the Coast Guard large wharf on the south side of the harbor, thence 3.3 feet to Schellenger Landing at the mouth of ...
(BPs 180692-93; BPs 181339-40) 42/03

Page 188—Paragraph 35, lines 7 to 8; read:
Wills Hole Thoroughfare, westward of Cooks Creek. In March 2003, depths of 1.6 to 12 feet were available. Mariners should ...
(BPs 181079-80) 42/03

Page 209—Paragraph 140, lines 1 to 3; read:
In May 2003, the controlling depth was 4.3 feet off the entrance to the jetties, thence 7.3 feet through the jetties, thence 4.5 ...
(BPs 181122-24) 42/03

Page 209—Paragraph 145, lines 3 to 6; read:
craft. In May 2003, the controlling depth was 3.2 feet in the dredged entrance channel; thence in 1957, reported depths of 4.5 ...
(BP 181121) 42/03

Page 211—Paragraph 165, line 1; read:
In April 2003, the controlling depth was 5.1 feet in ...
(BPs 181060-61) 42/03

Page 253—Paragraph 56, lines 2 to 4; read:
Light, is subject to continual change. In February 2003, the controlling depth in the entrance channel was 6.0 feet (7.2 feet at midchannel). The inlet is marked by lights. The twin fixed ...

(BP 181003) 42/03

Page 283—Paragraph 125, lines 5 to 6; read:
inside the creek. In April 2003, the controlling depth was 1.5 feet (4.1 feet at midchannel). There are several ...
(BP 181004) 42/03

**COAST PILOT 4 35 Ed 2003 Change No. 13
LAST NM 39/03**

Page 142—Paragraphs 2083 to 2084; read:
(6) Knows the speed and direction of the current, set, drift, and tidal state for the area to be transited;
(7) Proceeds at a safe speed taking into account the weather, visibility, density of traffic, draft of tow, possibility of wake damage, speed and direction of the current, and local speed-limits; and
(8) Monitors the voyage plan required by §164.80.
(CL 879/03; FR 04/29/03) 42/03

Page 142—Paragraph 2085, line 4 to Paragraph 2086, line 1; read:
are entered in the log or other record carried on board.

§164.80 Tests, inspections, and voyage planning.

(a) The owner, master, or operator of each towing ...
(FR 4/29/03; CL 879/03) 42/03

Page 142—Paragraph 2095, line 3; read:
of chafing gear; and of the winch brake, if installed.
(c) Towing vessels described in paragraphs (b) (1) through (4) of §164.01 are exempt from the voyage-planning requirements outlined in this section. If any part of a towing vessel's intended voyage is seaward of the baseline (i.e., the shoreward boundary) of the territorial sea of the U.S., then the owner, master, or operator of the vessel, employed to tow a barge or barges, must ensure that the voyage with the barge or barges is planned, taking into account all pertinent information before the vessel embarks on the voyage. The master must check the planned route for proximity to hazards before the voyage begins. During a voyage, if a decision is made to deviate substantially from the planned route, then the master or mate must plan the new route before deviating from the planned route. The voyage plan must follow company policy and consider the following (related requirements noted in parentheses);

(1) Applicable information from nautical charts and publications (also see paragraph (b) of §164.72), including Coast Pilot, Coast Guard Light List, and Coast Guard Local Notice to Mariners for the port of departure, all ports of call, and the destination;

(2) Current and forecast weather, including visibility, wind, and sea state for the port of departure, all ports of call, and the destination (also see paragraphs (a)(7) of

COAST PILOT 4 (Continued)

§164.78 and (b) of §164.82);

(3) Data on tides and currents for the port of departure, all ports of call, and the destination, and the river stages and forecast, if appropriate;

(4) Forward and after drafts of the barge or barges and under-keel and vertical clearances (air-gaps) for all bridges, ports, and berthing areas;

(5) Pre-departure checklists;

(6) Calculated speed and estimated time of arrival at proposed waypoints;

(7) Communication contacts at any Vessel Traffic Services, bridges, and facilities, and any port-specific requirements for VHF radio;

(8) Any master's or operator's standing orders detailing closest points of approach, special conditions, and critical maneuvers; and

(9) Whether the towing vessel has sufficient power to control the tow under all foreseeable circumstances.

(CL 879/03; FR 04/29/03) 42/03

COAST PILOT 4 35 Ed 2003 Change No. 14

Page 182—Paragraph 3009, line 16 to Paragraph 3010; read: Resources”).

§226.203 Critical Habitat for North Atlantic right whales

North Atlantic Right Whale (*Eubalaena glacialis*)
(FR 4/10/03) 42/03

Page 305—Paragraph 88, lines 7 to 8; read: the Intracoastal Waterway; in July 2003, the midchannel controlling depth was 6.4 feet. Both channels are subject to ... (BP 181355) 42/03

Page 460—Paragraph 116, lines 6 to 8; read: available. In August 2002-July 2003, the controlling depth in the dredged Intracoastal Waterway channel to the Cape Fear River junction was 8 feet. Mariners are cautioned ... (BP 181433; BPs 178690-91) 42/03

Page 460—Paragraph 117, lines 6 to 7; read: 11.5 miles above Snows Cut. In July 2003, the controlling depth was 8.3 feet in Wilmington Short Cut. (BP 181337) 42/03

COAST PILOT 5 30 Ed 2003 Change No. 52 LAST NM 39/03

Page 111—Paragraph 2327, line 4 to Paragraph 2329, line 1; read: record carried on board.

§164.80 Tests, inspections, and voyage planning.

(a) The owner, master, or operator of each towing vessel ... (FR 4/29/03; CL 879/03) 42/03

COAST PILOT 5 30 Ed 2003 Change No. 53

Page 115—Paragraph 2491, line 1; read:

§165.760 Security Zones; Tampa Bay, Port of Tampa, Port of Saint Petersburg, Port Manatee, Rattlesnake, Old Port Tampa, Big Bend, Weedon Island, and Crystal River, Florida.

(a) *Location.* The following areas, denoted by coordinates fixed using the North American Datum of 1983 (World Geodetic System 1984), are security zones:

(1) *Rattlesnake, Tampa, FL.* All waters from surface to bottom, in Old Tampa Bay east and south of a line commencing at position 27°53.32'N., 082°32.05'W.; north to 27°53.36'N., 082°32.05'W.

(2) *Old Port Tampa, Tampa, FL.* All waters, from surface to bottom, in Old Tampa Bay encompassed by a line connecting the following points:

27°51.62'N., 082°33.14'W.; east to

27°51.71'N., 082°32.5'W.; north to

27°51.76'N., 082°32.5'W.; west to

27°51.73'N., 082°33.16'W.; and south to

27°51.62'N., 082°33.14'W.; closing off the Old Port Tampa channel.

(3) *Sunshine Skyway Bridge, Tampa, FL.* All waters in Tampa Bay, from surface to bottom, 100-feet around all bridge supports, dolphins and rocky outcroppings bounded on the northern portion of the bridge at pier 135, (also designated 24N which is the 24th pier north of the center span), 27°37.85'N., 082°39.78'W., running south under the bridge to pier 88, (also designated 24S which is the 24th pier south of the center span) 27°36.59'N., 082°38.86'W. Visual identification of the zone can be defined as to the areas to the north and south where the bridge structure begins a district vertical rise.

(4) *Vessels Carrying Hazardous Cargo, Tampa, FL.* All waters, from surface to bottom, 200 yards around vessels moored in Tampa Bay carrying or Transferring Liquefied Petroleum Gas (LPG), Anhydrous Ammonia (NH₃) and/or grade “A” and “B” flammable liquid cargo. Any vessel transiting within the outer 100 yards of the zone for moored vessels carrying or transferring Liquefied Petroleum Gas (LPG), Anhydrous Ammonia (NH₃) and/or grade “A” and “B” cargo may operate unless otherwise directed by the Captain of the Port or his designee but must proceed through the area at the minimum speed necessary to maintain safe navigation. No vessel may enter the inner 100-yard portion of the security zone closet to the vessel.

(5) *Piers, Seawalls, and Facilities, Port of Tampa, Port Sutton and East Bay.* All waters, from surface to bottom, extending 50 yards from the shore, seawall and piers around facilities in Port Sutton and East Bay within the Port of Tampa encompassed by a line connecting the following points:

27°54.15'N., 082°26.11'W., east northeast to

27°54.19'N., 082°26.00'W., then northeast to

27°54.37'N., 082°25.72'W., closing off all of Port Sutton Channel, then northerly to

27°54.48'N., 082°25.70'W., then northeasterly and terminating at point 27°55.27'N., 082°25.17'W.

COAST PILOT 5 (Continued)

(6) *Piers, Seawalls, and Facilities, Port of Tampa, East Bay and the eastern side of Hooker's Point.* All waters, from surface to bottom, extending 50 yards from the shore, seawall and piers around facilities on East Bay and on the East Bay Channel within the Port of Tampa encompassed by a line connecting the following points:

27°56.05'N., 082°25.95'W., southwesterly to
27°56.00'N., 082°26.07'W. then southerly to
27°55.83'N., 082°26.07'W. then southeasterly to
27°55.55'N., 082°25.75'W., then south to
27°54.75'N., 082°25.75'W., then southwesterly and
terminating at point 27°54.57'N., 082°25.86'W.

(7) *Piers, Seawalls, and Facilities, Port of Tampa, on the western side of Hooker's Point.* All waters, from surface to bottom, extending 50 yards from the shore, seawall and piers around facilities on Hillsborough Bay Cut "D" Channel, Sparkman Channel, Ybor Turning Basin, and Ybor Channel within the Port of Tampa encompassed by a line connecting the following points.

27°54.74'N., 082°26.47'W., northwest to
27°55.25'N., 082°26.73'W. then north-northwest to
27°55.60'N., 082°26.80'W., then north-northeast to
27°56.00'N., 082°26.75'W., then northeast to
27°56.58'N., 082°26.53'W.; and north to
27°57.29'N., 082°26.51'W., west to
27°57.29'N., 082°26.61'W., then southerly to
27°56.65'N., 082°26.63'W., southwesterly to
27°56.58'N., 082°26.69'W., then southwesterly and
terminating at 27°56.53'N., 082°26.90'W.

(8) *Piers, Seawalls, and Facilities, Port of Manatee.* All waters, from surface to bottom, within the Port of Manatee extending 50 yards from the shore, seawall and piers around facilities. This security zone encompasses all piers and seawalls of the cruise terminal berths 9 and 10 in Port Manatee, Florida beginning at 27°38.00'N., 082°33.81'W continuing east to 27°38.00'N., 082°33.53'W.

(9) *Moving Cruise Ships in the Port of Tampa, Port of Saint Petersburg, and Port Manatee, Florida.* All waters, from surface to bottom, extending 200 yards around all cruise ships entering or departing Port of Tampa, Port of Saint Petersburg, or Port Manatee, Florida. These temporary security zones are activated on the inbound transit when a cruise ship passes the Tampa Lighted Whistle Buoy "T", located at 27°35.35'N., 083°00.71'W. and terminate when the vessel is moored at a cruise ship terminal. The security zones are activated on the outbound transit when a cruise ship gets underway from a terminal and terminates when the cruise ship passes the Tampa Lighted Whistle Buoy "T", located at 27°35.35'N., 083°00.71'W. Any vessel transiting within the outer 100 yards of the zone for a cruise ship may operate unless otherwise directed by the Captain of the Port or his designee but must proceed through the area at the minimum speed necessary to maintain safe navigation. No vessel may enter the inner 100-yard portion of the security zone closest to the vessel.

(10) *Moored Cruise Ships in the Port of Tampa, Port of Saint Petersburg, and Port Manatee, Florida.* All waters, from surface to bottom, extending 200 yards around moored cruise ships in the Ports of Tampa, Saint Peters-

burg, or Port Manatee, Florida. Any vessel transiting within the outer 100 yards of the zone of moored cruise ships may operate unless otherwise directed by the Captain of the Port or his designee but must proceed through the area at the minimum speed necessary to maintain safe navigation. No vessel may enter the inner 100-yard portion of the security zone closest to the vessel.

(11) *Saint Petersburg Harbor, FL.* All waters, from surface to bottom, extending 50 yards from the seawall and around all moorings and vessels in Saint Petersburg Harbor (Bayboro Harbor), commencing on the north side of the channel at dayboard "10" in approximate position 27°45.56'N., 082°37.55'W., and westward along the seawall to the end of the cruise terminal in approximate position 27°45.72'N., 082°37.97'W. The zone will also include the Coast Guard south moorings in Saint Petersburg Harbor. The zone will extend 50 yards around the piers commencing from approximate position 27°45.51'N., 082°37.99'W.; to 27°45.52'N., 082°37.57'W. The southern boundary of the zone is shoreward of a line between the entrance to Salt Creek easterly to Green Daybeacon 11 (LLN 2500).

(12) *Crystal River Nuclear Power Plant.* All waters, from surface to bottom, around the Florida Power Crystal River nuclear power plant located at the end of the Florida Power Corporation Channel, Crystal River, Florida, encompassed by a line connecting the following points:

28°56.87'N., 082°45.17'W. (Northwest corner);
28°57.37'N., 082°41.92'W. (Northeast corner);
28°56.81'N., 082°45.17'W. (Southwest corner); and
28°57.32'N., 082°41.92'W. (Southeast corner).

(13) *Crystal River Demory Gap Channel.* All waters, from surface to bottom, in the Demory Gap Channel in Crystal River, Florida, encompassed by a line connecting the following points:

28°57.61'N., 082°43'42"W. (Northwest corner);
28°57.53'N., 082°41.88'W. (Northeast corner);
28°57.60'N., 082°43.42'W. (Southwest corner); and
28°57.51'N., 082°41.88'W. (Southeast corner).

(b) *Regulations.* (1) Entry into or remaining within these zones is prohibited unless authorized by the Coast Guard Captain of the Port, Tampa, Florida or that officer's designated representative.

(2) Persons desiring to transit the area of the security zone may contact the Captain of the Port at telephone number 813-228-2189/91 or on VHF channel 16 to seek permission to transit the area. If permission is granted, all persons and vessels must comply with the instructions of the Captain of the Port or their designated representative.

(c) *Definition.* As used in this section, "cruise ship" means a vessel required to comply with 33 CFR Part 120.

(d) *Authority.* In addition to 33 U.S.C. 1231 and 50 U.S.C. 191, the authority for this section includes 33 U.S.C. 1226.

§165.761 Security Zones; Port of Palm Beach, Port Everglades, Port of Miami, and Port of Key West, Florida.

(a) *Location.* The following areas are security zones:

(1) *Fixed and moving security zones around vessels in*

COAST PILOT 5 (Continued)

the Ports of Palm Beach, Port Everglades, Miami, and Key West, Florida. Moving security zones are established 100 yards around all passenger vessels, vessels carrying cargoes of particular hazard, or vessels carrying liquefied hazardous gas (LHG) as defined in 33 CFR parts 120, 126 and 127 respectively, during transits entering or departing the Ports of Palm Beach, Port Everglades, Miami or Key West, Florida. These moving security zones are activated when the subject vessel passes: "LW" buoy, at approximate position 26°46.3'N., 080°00.6'W., when entering the Port of Palm Beach, passes "PE" buoy, at approximate position 26°05.5'N., 080°04.8'W., when entering Port Everglades; the "M" buoy, at approximate position 25°46.1'N., 080°05.0'W., when entering the Port of Miami; and "KW" buoy, at approximate position 24°27.7'N., 081°48.1'W., when entering the Port of Key West. Fixed security zones are established 100 yards around all passenger vessels, vessels carrying cargoes of particular hazard or liquefied hazardous gas (LHG) as defined in 33 CFR parts 120, 126 and 127 respectively, while they are docked in the Ports of Palm Beach, Port Everglades, Miami or Key West, Florida.

(2) *Fixed security zone in the Port of Miami, Florida.* A fixed security zone encompasses all waters between Watson Park and Star Island on the MacArthur Causeway south to the Port of Miami. The western boundary is formed by an imaginary line from points

25°46.79'N., 080°10.90'W., to

25°46.77'N., 080°10.92'W. to

25°46.88'N., 080°10.84'W., and ending on Watson Park at 25°47.00'N., 080°10.67'W. The eastern boundary is formed by an imaginary line from the traffic light located at Bridge road, in approximate position 25°46.33'N., 080°09.12'W., which leads to Star Island, and MacArthur Causeway directly extending across the Main Channel to the Port of Miami, at 25°46.26'N., 080°09.18'W. The fixed security zone is activated when two or more passenger vessels, vessels carrying cargoes of particular hazard, or vessels carrying liquefied hazardous gas (LHG) as defined in 33 CFR parts 120, 126 and 127 respectively, enter or moor within this zone.

(i) Vessels may be allowed to transit the Main channel when only one passenger vessel or vessel carrying cargoes of particular hazard are berthed, by staying on the north side of the law enforcement boats and cruise ship tenders which will mark a transit lane in channel.

(ii) When passenger vessels are not berthed on the Main Channel, navigation will be unrestricted. Law enforcement vessels can be contracted on VHF Marine Band Radio, Channel 16 (156.8 MHz).

(3) *Fixed security zones in the Port Everglades.* A fixed security zone encompasses all waters west of an imaginary line starting at the northern most point 26°05.98'N., 080°07.15'W., near the west side of the 17th Street Causeway Bridge, to the southern most point 26°05.41'N., 80°06.96'W., on the northern tip of pier 22. An additional fixed security zone encompasses the Intracoastal Waterway between a line connecting point 26°05.41'N., 080°06.97'W., on the northern tip of berth 22 and a point

directly east across the Intracoastal Waterway to 26°05.41'N., 080°06.74'W.; and a line drawn from the corner of Port Everglades berth 29 at point 26°04.72'N., 080°06.92'W., easterly across the Intracoastal Waterway to John U. Lloyd Beach, State Recreational Area at point 26°04.72'N., 080°06.81'W.

(i) Vessels may be allowed to transit the Intracoastal Waterway when passenger vessels or vessels carrying cargoes of particular hazard are berthed, by staying east of the law enforcement vessels and cruise ship tenders, which will mark a transit lane in the Intracoastal Waterway.

(ii) Periodically, vessels may be required to temporarily hold their position while large commercial traffic operates in this area. Vessels in this security zone must follow the orders of the COTP or his designated representative, who may be embarked in law enforcement or other vessels on scene. When passenger vessels are not berthed on the Intracoastal Waterway, navigation will be unrestricted. Law enforcement vessels can be contacted on VHF Marine Band Radio, Channel 16 (156.8 MHz).

(b) *Regulations.* (1) Prior to commencing the movement, the person directing the movement of a passenger vessel, a vessel carrying cargoes of particular hazard or a vessel carrying liquefied hazardous gas (LHG) as defined in Title 33, Code of Federal Regulations parts 120, 126 and 127 respectively, is encouraged to make a security broadcast on VHF Marine Band Radio, Channel 13 (156.65 MHz) to advise mariners of the moving security zone activation and intended transit.

(2) In accordance with the general regulations §165.33 of this part, entry into these zones is prohibited except as authorized by the Captain of the Port Miami or his designated representative. Other vessels such as pilot boats, cruise ship tenders, tug boats and contracted security vessels may assist the Coast Guard Captain of the Port under the direction of his designated representative by monitoring these zones strictly to advise mariners of the restrictions. The Captain of the Port will notify the public via Marine Safety Radio Broadcast on VHF Marine Band Radio, Channel 16 (156.8 MHz) when the security zones are being enforced.

(3) Persons desiring to enter or transit the area of the security zone may contact the Captain of the Port at (305) 535-8701 or on VHF Marine Band Radio, Channel 16 (156.8 MHz) to seek permission to transit the area. If permission is granted, all persons and vessels must comply with the instructions of the Captain of the Port or his or her designated representative.

(4) The Captain of the Port Miami may waive any the requirements of this subpart for any vessel upon finding that the vessel or class of vessel, operational conditions, or other circumstances are such that application of this subpart is unnecessary or impractical for the purpose of port security, safety or environmental safety.

(c) *Definition.* As used in this section, cruise ship means a passenger vessel greater than 100 feet in length and over 100 gross tons that is authorized to carry more than 12 passengers for hire making voyages lasting more than 24 hours, except for a ferry.

COAST PILOT 5 (Continued)

(d) *Authority.* In addition to 33 U.S.C. 1231 and 50 U.S.C. 191, the authority for this section includes 33 U.S.C. 1226.

§165.762 Security Zone; St. Thomas, U.S. Virgin Islands.

(a) *Location.* Moving and fixed security zones are established 50 yards around all cruise ships entering, departing, moored or anchored in the Port of St. Thomas, U.S. Virgin Islands. The security zone for a cruise ship entering port is activated when the vessel passes: St. Thomas Harbor green lighted buoy 3 in approximate position 18°19'19"N., 64°55'40"W. when entering the port using St. Thomas Channel; red buoy 2 in approximate position 18°19'15"N., 64°55'59"W. when entering the port using East Gregorie Channel; and red lighted buoy 4 in approximate position 18°18'16"N., 64°57'30"W. when entering the port using West Gregorie Channel. These zones are deactivated when the cruise ship passes any of these buoys on its departure from the Port.

(b) *Regulations.* (1) Under general regulations in §165.33 of this part, entering, anchoring, mooring or transiting in these zones is prohibited unless authorized by the Coast Guard Captain of the Port of San Juan.

(2) Persons desiring to transit the area of the security zone may contact the Captain of the Port at the Greater Antilles Section Operations Center at (787) 289-2041 or via VHF radio on Channel 16 to seek permission to transit the area. If permission is granted, all persons and vessels must comply with the instructions of the Captain of the Port or his designated representative.

(3) The Marine Safety Office San Juan will attempt to notify the maritime community of periods during which these security zones will be in effect by providing advance notice of scheduled arrivals and departures of cruise ships via a broadcast notice to mariners.

(c) *Definition.* As used in this section, cruise ship means a passenger vessel greater than 100 feet in length that is authorized to carry more than 150 passengers for hire, except for a ferry.

(d) *Authority.* In Addition to 33 U.S.C. 1231 and 50 U.S.C. 191, the authority for this section includes 33 U.S.C. 1226.

§165.764 Security Zones; Big Bend and Weedon Island Power Facilities, Tampa Bay, Florida.

(a) *Location.* The following areas, denoted by coordinates fixed using the North American Datum of 1983 (World Geodetic System 1984), are security zones:

(1) *Big Bend, Tampa Bay, Florida.* All waters of Tampa Bay, from surface to bottom, adjacent to the Big Bend Power Facility, and within an area bounded by a line connecting the following points: 27°47.85'N., 082°25.02'W. then east and south along the shore and pile to 27°47.63'N., 082°24.70'W. then north along the shore to 27°48.02'N., 082°24.70'W. then north and west along a straight line to 27°48.12'N., 082°24.88'W. then south along the shore and pile to 27°47.85'N., 082°25.02'W., closing off entrance to the Big Bend Power Facility.

(2) *Weedon Island, Tampa Bay, Florida.* All waters of

Tampa Bay, from surface to bottom, extending 50 yards from the shore, seawall and piers around the Power Facility at Weedon Island encompassed by a line connecting the following points: 27°51.52'N., 082°35.82'W. then north and east along the shore to 27°51.54'N., 082°35.78'W. then north to 27°51.68'N., 082°35.78'W. then north to 27°51.75'N., 082°35.78'W. closing off entrance to the canal then north to 27°51.89'N., 082°35.82'W., then west along the shore to 27°51.89'N., 082°36.10'W. then west to 27°51.89'N., 082°36.14'W closing off entrance to the canal.

(b) *Regulations.* (1) Entry into or remaining within these is prohibited unless authorized by the Coast Guard Captain of the Port, Tampa, Florida or their designated representative.

(2) Persons desiring to transit the area of the security zone may contact the Captain of the Port at telephone number 813-228-2189/91 or on VHF channel 16 to seek permission to transit the area. If permission is granted, all persons and vessels must comply with the instructions of the Captain of the Port or their designated representative.

(c) *Authority.* In addition to 33 U.S.C. 1231 and 50 U.S.C. 191, the authority for this section includes 33 U.S.C. 1226.

§165.802 Lower Mississippi River vicinity of Old ...

(FR 09/03/03; FR 01/23/03; CL 1161/03;

FR 06/04/03; CL 1432/03; FR 8/12/03) 42/03

**COAST PILOT 6 33 Ed 2003 Change No. 17
LAST NM 39/03**

Page 105—Paragraphs 1460 to 1461; read:

(6) Knows the speed and direction of the current, set, drift, and tidal state for the area to be transited;

(7) Proceeds at a safe speed taking into account the weather, visibility, density of traffic, draft of tow, possibility of wake damage, speed and direction of the current, and local speed-limits; and

(8) Monitors the voyage plan required by §164.80.

(CL 879/03; FR 04/29/03) 42/03

Page 105—Paragraph 1462, line 4 to Paragraph 1463, line 1; read:

are entered in the log or other record carried on board.

§164.80 Tests, inspections, and voyage planning.

(a) The owner, master, or operator of each towing ...

(FR 4/29/03; CL 879/03) 42/03

Page 106—Paragraph 1472, line 3; read:

of chafing gear; and of the winch brake, if installed.

(c) Towing vessels described in paragraphs (b) (1) through (4) of §164.01 are exempt from the voyage-planning requirements outlined in this section. If any part of a towing vessel's intended voyage is seaward of the baseline (i.e., the shoreward boundary) of the territorial sea of the U.S., then the owner, master, or operator of the vessel, employed to tow a barge or barges, must ensure that the voyage with the barge or barges is planned, taking into account all pertinent infor-

COAST PILOT 6 (Continued)

mation before the vessel embarks on the voyage. The master must check the planned route for proximity to hazards before the voyage begins. During a voyage, if a decision is made to deviate substantially from the planned route, then the master or mate must plan the new route before deviating from the planned route. The voyage plan must follow company policy and consider the following (related requirements noted in parentheses);

(1) Applicable information from nautical charts and publications (also see paragraph (b) of §164.72), including Coast Pilot, Coast Guard Light List, and Coast Guard Local Notice to Mariners for the port of departure, all ports of call, and the destination;

(2) Current and forecast weather, including visibility, wind, and sea state for the port of departure, all ports of call, and the destination (also see paragraphs (a)(7) of §164.78 and (b) of §164.82);

(3) Data on tides and currents for the port of departure, all ports of call, and the destination, and the river stages and forecast, if appropriate;

(4) Forward and after drafts of the barge or barges and under-keel and vertical clearances (air-gaps) for all bridges, ports, and berthing areas;

(5) Pre-departure checklists;

(6) Calculated speed and estimated time of arrival at proposed waypoints;

(7) Communication contacts at any Vessel Traffic Services, bridges, and facilities, and any port-specific requirements for VHF radio;

(8) Any master's or operator's standing orders detailing closest points of approach, special conditions, and critical maneuvers; and

(9) Whether the towing vessel has sufficient power to control the tow under all foreseeable circumstances.

(CL 879/03; FR 04/29/03) 42/03

COAST PILOT 6 33 Ed 2003 Change No. 18

Page 485—Paragraph 121, lines 7 to 8; read:
feet in the approach to the basin from Lake Superior; thence in May 2003, 23.9 feet in the basin.
(DD 4212) 42/03

Page 488—Paragraph 163, lines 13 to 14; read:
revetted dredged canal. In 2000-October 2002, the controlling depth was 16.8 feet (24.1 feet at ...
(DDs 4002-07) 42/03

Page 489—Paragraph 173, lines 4 to 5; read:
to the upper end of Portage Lake. In 2001-October 2002, the controlling depth was 17.4 feet (23 feet at midchannel) ...
(DDs 3999-4001) 42/03

Page 493—Paragraph 227, lines 4 to 8; read:
breakwaters are marked by lights. In June 2002, the controlling depth was 7.8 feet (9.7 feet at midchannel) in the entrance channel to the inner basin, thence a depth of 8 feet was in the basin (except for lesser depths along the edges),

thence 7.4 feet in the inner harbor channel.
(DD 3998) 42/03

Page 495—Paragraph 251, lines 6 to 10; read:
S side. In October 2002, the controlling depths were 10 feet in the entrance channel to the S basin, thence 8.1 to 10 feet in the S basin (except for shoaling to 4.9 feet near the W edge of the basin); thence 4.4 feet to 10 feet in the N basin (except for shoaling to 2.6 feet in the N half of the basin entrance.)
(DD 3995) 42/03

Page 497—Paragraph 290, lines 5 to 10; read:
outer end of the E pier is marked by a light. In May-October 2002, the controlling depth was 13.7 feet in the entrance channel to the inner basin; thence 14 feet in the basin, thence 5.9 feet in the E inner channel and 4 feet in the S inner channel. The S inner channel ...
(DD 3997) 42/03

Page 508—Paragraph 373, lines 5 to 6; read:
about 0.2 mile long. In June 2003, the controlling depth was 5.4 feet (7.1 feet at midchannel) to the head of the ...
(DD 4341) 42/03

Page 509—Paragraph 379, lines 7 to 8; read:
the N and E limits of the area. In October 2002, the maneuvering area had depths of 26.4 to 30 feet.
(DD 3996) 42/03

Page 511—Paragraph 414, lines 6 to 11; read:
the inner breakwater are marked by lights. In May 2003, the main harbor basin had depths of 14 to 16 feet, thence depths of 4.5 to 8 feet were available in the small-craft basin (except for lesser depths along the S edge.)
(DD 4342) 42/03

**COAST PILOT 7 35 Ed 2003 Change No. 10
LAST NM 39/03**

Page 163—Paragraphs 2532 to 2533; read:
(6) Knows the speed and direction of the current, set, drift, and tidal state for the area to be transited;
(7) Proceeds at a safe speed taking into account the weather, visibility, density of traffic, draft of tow, possibility of wake damage, speed and direction of the current, and local speed-limits; and
(8) Monitors the voyage plan required by §164.80.
(CL 879/03; FR 04/29/03) 42/03

Page 163—Paragraph 2534, line 4 to Paragraph 2535, line 1; read:
are entered in the log or other record carried on board.

§164.80 Tests, inspections, and voyage planning.

(a) The owner, master, or operator of each towing ...
(FR 4/29/03; CL 879/03) 42/03

Page 163—Paragraph 2544, line 3; read:
of chafing gear; and of the winch brake, if installed.

COAST PILOT 7 (Continued)

(c) Towing vessels described in paragraphs (b) (1) through (4) of §164.01 are exempt from the voyage-planning requirements outlined in this section. If any part of a towing vessel's intended voyage is seaward of the baseline (i.e., the shoreward boundary) of the territorial sea of the U.S., then the owner, master, or operator of the vessel, employed to tow a barge or barges, must ensure that the voyage with the barge or barges is planned, taking into account all pertinent information before the vessel embarks on the voyage. The master must check the planned route for proximity to hazards before the voyage begins. During a voyage, if a decision is made to deviate substantially from the planned route, then the master or mate must plan the new route before deviating from the planned route. The voyage plan must follow company policy and consider the following (related requirements noted in parentheses);

(1) Applicable information from nautical charts and publications (also see paragraph (b) of §164.72), including Coast Pilot, Coast Guard Light List, and Coast Guard Local Notice to Mariners for the port of departure, all ports of call, and the destination;

(2) Current and forecast weather, including visibility, wind, and sea state for the port of departure, all ports of call, and the destination (also see paragraphs (a)(7) of §164.78 and (b) of §164.82);

(3) Data on tides and currents for the port of departure, all ports of call, and the destination, and the river stages and forecast, if appropriate;

(4) Forward and after drafts of the barge or barges and under-keel and vertical clearances (air-gaps) for all bridges, ports, and berthing areas;

(5) Pre-departure checklists;

(6) Calculated speed and estimated time of arrival at proposed waypoints;

(7) Communication contacts at any Vessel Traffic Services, bridges, and facilities, and any port-specific requirements for VHF radio;

(8) Any master's or operator's standing orders detailing closest points of approach, special conditions, and critical maneuvers; and

(9) Whether the towing vessel has sufficient power to control the tow under all foreseeable circumstances.

(CL 879/03; FR 04/29/03) 42/03

COAST PILOT 7 35 Ed 2003 Change No. 11

Page 205—Paragraph 3454; insert after:

§334.865 Naval Air Station North Island, San Diego, California, Restricted Area.

(a) *The area.* The waters within an area beginning at 32°42'55.0"N., 117°11'30.5"W.; to 32°42'57.0"N., 117°11'22.5"W.; to 32°42'56.0"N., 117°11'19.0"W.; to 32°42'49.0"N., 117°11'08.5"W.; to 32°42'44.5"N., 117°11'06.5"W.; and thence to 32°42'40.0"N., 117°11'06.5"W.

(b) *The regulation.* (1) The restricted area shall not be open to swimming, fishing, water-skiing, mooring or anchorage.

(2) Dragging, seining, other fishing operations, and

other activities not under the direction of the United States, which might foul underwater installations within the restricted area, are prohibited.

(3) All tows entering the restricted area shall be streamed and shortened to the seaward of the area and towing appendages and catenaries shall not be dragged along the bottom while proceeding through the area.

(4) All vessels entering the restricted area shall proceed across the area by the most direct route and without unnecessary delay.

(5) No vessel or craft of any size shall lie-to or anchor in the restricted area at any time other than other than a vessel operated by or for components, or other vessels authorized by Commander, Navy Region Southwest, or his/her designee.

(6) When security conditions dictate, Naval security forces may impose strict enforcement of stand-off distances within the restricted area. This enforcement will not prevent utilization of navigable channels, but will serve to control its use in order to protect vital National interests.

(c) *Enforcement.* The regulation in this section, promulgated by the United States Army Corps of Engineers, shall be enforced by the Commander, Navy Region Southwest, and such agencies or persons as he/she may designate.

(FR 6/26/03) 42/03

COAST PILOT 7 35 Ed 2003 Change No. 12

Page 181—Paragraph 3050; insert after:

§165.1318 Security and Safety Zone Regulations, Large Passenger Vessel Protection, Portland, OR Captain of the Port Zone.

(a) *Notice of enforcement or suspension of enforcement.* The large passenger vessel security and safety zone established by this section will be enforced only upon notice by the Captain of the Port Portland. Captain of the Port Portland will cause notice of the enforcement of the large passenger vessel security and safety zone to be made by all appropriate means to effect the widest publicity among the affected segments of the public including publication in the **Federal Register** as practicable, in accordance with 33 CFR 165.7(a). Such means of notification may also include but are not limited to, Broadcast Notice to Mariners or Local Notice to Mariners. The Captain of the Port Portland will issue a Broadcast Notice to Mariners and Local Notice to Mariners notifying the public when enforcement of the large passenger vessel security and safety zone is suspended.

(b) *Definitions.* As used in this section—

Federal Law Enforcement Officer means any employee or agent of the United States government who has the authority to carry firearms and make warrantless arrests and whose duties involve the enforcement of criminal laws of the United States.

Large Passenger Vessel means any vessel over 100 feet in length (33 meters) carrying passengers for hire including, but not limited to, cruise ships, auto ferries, passenger ferries, and excursion vessels.

Large passenger vessel security and safety zone is a regulated area of water, established by this section, surrounding large passenger vessels for a 500 yard radius that is

COAST PILOT 7 (Continued)

necessary to provide for the security and safety of these vessels.

Navigable waters of the United States means those waters defined as such in 33 CFR part 2.

Navigation Rules means the Navigation Rules, International-Inland.

Official Patrol means those persons designated by the Captain by the Port to monitor a large passenger vessel security and safety zone, permit entry into the zone, give legally enforceable orders to persons or vessels within the zone and take other actions authorized by the Captain of the Port. Persons authorized as Federal Law Enforcement Officers to enforce this section are designated as the Official Patrol.

Oregon Law Enforcement Officer means any Oregon Peace Officer as defined in Oregon Revised Statutes section 161.015.

Public vessel means vessels owned, chartered, or operated by the United States, or by a State or political subdivision thereof.

Washington Law Enforcement Officer means any General Authority Washington Peace Officer, Limited Authority Washington Peace Officer, or Specially Commissioned Washington Peace Officer as defined in Revised Code of Washington section 10.93.020.

(c) *Security and safety zone.* There is established a large passenger vessel security and safety zone extending for a 500 yard radius around all large passenger vessels in the navigable waters of the United States, in Portland, OR at the Columbia River Bar "C" buoy and extending eastward on the Columbia River to Kennewick, WA and upriver through Lewiston, ID on the Snake River.

(d) *Compliance.* The large passenger vessel security and safety zone established by this section remains in effect around large passenger vessels at all times, whether the large passenger vessel is underway, anchored, or moored. Upon notice of enforcement by the Captain of the Port Portland, the Coast Guard will enforce the large passenger vessel security and safety zone in accordance with rules set out in this section. Upon notice of suspension of enforcement by the Captain of the Port Portland, all persons and vessels are authorized to enter, transit, and exit the large passenger vessel security and safety zone, consistent with the Navigation Rules.

(e) *Navigation Rules.* The Navigation Rules shall apply at all times within a large passenger vessel security and safety zone.

(f) *Restrictions based on distance from large passenger vessel.* When within a large passenger security and safety zone, all vessels shall operate at the minimum speed necessary to maintain a safe course and shall proceed as directed by the on-scene official patrol or large passenger vessel master. No vessel or person is allowed within 100 yards of a large passenger vessel that is underway or at anchor, unless authorized by the on-scene official patrol or large passenger vessel master.

(g) *Requesting authorization to operate within 100 yards of large passenger vessel.* To request authorization to operate within 100 yards of a large passenger vessel that is underway or at anchor, contact the on-scene official patrol or large pas-

senger vessel master on VHF-FM channel 16 or 13.

(h) *Maneuver-restricted vessels.* When conditions permit, the on-scene official patrol or large passenger vessel master should:

(1) Permit vessels constrained by their navigational draft or restricted in their ability to maneuver to pass within 100 yards of a large passenger vessel in order to ensure a safe passage in accordance with the Navigation Rules; and

(2) Permit commercial vessels anchored in a designated anchorage area to remain at anchor with 100 yards of a passing large passenger vessel; and

(3) Permit vessels that must transit via a navigable channel or waterway to pass within 100 yards of an anchored large passenger vessel.

(i) *Stationary vessels.* When a large passenger vessel approaches within 100 yards of any vessel that is moored or anchored, the stationary vessel must stay moored or anchored while it remains within the large passenger vessel's security and safety zone unless it is either ordered by, or given permission by the Captain of the Port Portland, his designated representative or the on-scene official patrol to do otherwise.

(j) *Exemption.* Public vessels as defined in paragraph (b) of this section are exempt from complying with paragraphs (c), (d), (f), (g), (h), and (i), of this section.

(k) *Enforcement.* Any Coast Guard commissioned, warrant or petty officer may enforce the rules in this section. In the navigable waters of the United States to which this section applies, when immediate action is required and representatives of the Coast Guard are not present or not present in sufficient force to provide effective enforcement of this section in the vicinity of a large passenger vessel, any Federal Law Enforcement Officer, Oregon Law Enforcement Officer or Washington Law Enforcement Officer may enforce the rules contained in this section pursuant to 33 CFR 6.04-11. In addition, the Captain of the Port may be assisted by other federal, state or local agencies in enforcing this section.

(1) *Waiver.* The Captain of the Port Portland may waive any of the requirements of this section for any vessel or class of vessels upon finding that a vessel or class of vessels, operational conditions or other circumstances are such that application of this section is unnecessary or impractical for the purpose of port security, safety or environmental safety.

§165.1401 Apra Harbor, Guam—safety zones.

(a) The following is designated as Safety Zone A—The waters of the Pacific Ocean and Apra Outer Harbor encompassed within an arc of 725 yards radius centered at the center of Wharf H. (Located at 13°27'47"N. and 144°39'01.9"E. Based on World Geodetic System 1984 Datum)

(b) The following is designated Safety Zone B—The waters of Apra Outer Harbor encompassed within an arc of 680 yards radius centered at the center of Naval Wharf Kilo. (Located at 13°26'43"N., 144°37'46.7"E. Based on World Geodetic system 1984 Datum)

(c) *Special regulations.* (1) Section 165.23 does not apply to Safety Zone A and/or Safety Zone B, except when Wharf H and/or Naval Wharf Kilo, or a vessel berthed at Wharf H

COAST PILOT 7 (Continued)

and/or Naval Wharf Kilo, is displaying a red (BRAVO) flag by day or a red light by night.

(2) In accordance with the general regulations in 165.23 of this part, entry into these zones is prohibited unless authorized by the Captain of the Port, Guam.

§165.1402 Apra Outer Harbor, Guam—regulated navigation area.

(a) The following is a regulated navigation area—The waters of the Pacific Ocean and Apra Outer Harbor enclosed by a line beginning at

13°26'47"N., 144°35'07"E; thence to Spanish Rocks at 13°27'09.5"N., 144°37'20.6"E; thence along the shore-

line of Apra Outer Harbor to

13°26'28.1"N., 144°39'52.5"E (the northwest corner of Polaris Point); thence to

13°26'40.2"N., 144°39'28.1"E; thence to

13°26'32.1"N., 144°39'02.8"E; thence along the shore-line of Apra Outer Harbor to Orote Point at 13°26'42"N., 144°36'58.5"E; thence to the beginning. (Based on WGS 84 Datum)

(b) Regulations:

(1) Except for public vessels of the United States, vessels may not enter Apra Outer Harbor without permission of the Captain of the Port if they have on board more than 25 tons of high explosives.

(2) Except for vessels not more than 65 feet in length, towboats or tugs without tows, no vessel may pass another vessel in the vicinity of the Outer Harbor entrance.

(3) Vessels over 100 gross tons shall:

(i) Steady on the entrance range at least 2 miles west of the entrance when approaching Apra Outer Harbor and;

(ii) [Reserved]

(iii) Steady on the range when departing Apra Outer Harbor.

(4) Vessels may not anchor in the fairway. The fairway is the area within 375 feet on either side of a line beginning at

13°26'47.0"N., 144°35'07.0"E; thence to

13°27'14.1"N., 144°39'14.4"E; thence to

13°26'35.2"N., 144°39'46.4"E; thence to

13°26'30.8"N., 144°39'44.4"E. (Based on WGS 84 Datum)

(5) Vessels over 100 gross tons may not proceed at a speed exceeding 12 knots within the harbor.

(6) No vessel may leave Apra Outer Harbor until any inbound vessel over 65 feet in length has cleared the Outer Harbor Entrance.

(FR 9/12/03; 33 CFR 165)

42/03

COAST PILOT 7 35 Ed 2003 Change No. 13

Page 118—Paragraphs 1555 to 1557; read:

(i) The draw need not open from 7 a.m. to 9 a.m. and from 3:30 p.m. to 6:30 p.m. from April 30 to September 1 and from 7 a.m. to 10 a.m. and from 3:30 p.m. to 7 p.m. from September 1 to April 30.

(ii) The draw need open only on the hour and half hour

from 12:30 to 3:30 p.m. and from 6 p.m. to 6:30 p.m.

(FR 9/9/03)

42/03

Page 311—Paragraph 43, lines 6 to 7; read:

Buoy SF and San Francisco South Traffic Lane Lighted Bell Buoy S (37°39'00"N., 121°41'42"W.).

(LL/03)

42/03

Page 407—Paragraph 259, line 1; read:

Cape Meares Light (45°29'11"N., 123°58'42"W.), 232 ...

(33/03 CG13; LL/03)

42/03

Page 454—Paragraph 159, line 1; read:

Destruction Island Light (47°40'28"N., 124°29'13"W.),

...

(33/03 CG13; LL/03)

42/03

**COAST PILOT 8 25 Ed 2003 Change No. 10
LAST NM 39/03**

Page 89—Paragraphs 966 to 967; read:

(6) Knows the speed and direction of the current, set, drift, and tidal state for the area to be transited;

(7) Proceeds at a safe speed taking into account the weather, visibility, density of traffic, draft of tow, possibility of wake damage, speed and direction of the current, and local speed-limits; and

(8) Monitors the voyage plan required by §164.80.

(CL 879/03; FR 04/29/03)

42/03

Page 89—Paragraph 968, line 4 to Paragraph 969, line 1; read:

are entered in the log or other record carried on board.

§164.80 Tests, inspections, and voyage planning.

(a) The owner, master, or operator of each towing ...

(FR 4/29/03; CL 879/03)

42/03

Page 90—Paragraph 978, line 3; read:

of chafing gear; and of the winch brake, if installed.

(c) Towing vessels described in paragraphs (b) (1) through (4) of §164.01 are exempt from the voyage-planning requirements outlined in this section. If any part of a towing vessel's intended voyage is seaward of the baseline (i.e., the shoreward boundary) of the territorial sea of the U.S., then the owner, master, or operator of the vessel, employed to tow a barge or barges, must ensure that the voyage with the barge or barges is planned, taking into account all pertinent information before the vessel embarks on the voyage. The master must check the planned route for proximity to hazards before the voyage begins. During a voyage, if a decision is made to deviate substantially from the planned route, then the master or mate must plan the new route before deviating from the planned route. The voyage plan must follow company policy and consider the following (related requirements noted in parentheses);

(1) Applicable information from nautical charts and publications (also see paragraph (b) of §164.72), including Coast Pilot, Coast Guard Light List, and Coast Guard

COAST PILOT 8 (Continued)

Local Notice to Mariners for the port of departure, all ports of call, and the destination;

(2) Current and forecast weather, including visibility, wind, and sea state for the port of departure, all ports of call, and the destination (also see paragraphs (a)(7) of §164.78 and (b) of §164.82);

(3) Data on tides and currents for the port of departure, all ports of call, and the destination, and the river stages and forecast, if appropriate;

(4) Forward and after drafts of the barge or barges and under-keel and vertical clearances (air-gaps) for all bridges, ports, and berthing areas;

(5) Pre-departure checklists;

(6) Calculated speed and estimated time of arrival at proposed waypoints;

(7) Communication contacts at any Vessel Traffic Services, bridges, and facilities, and any port-specific requirements for VHF radio;

(8) Any master's or operator's standing orders detailing closest points of approach, special conditions, and critical maneuvers; and

(9) Whether the towing vessel has sufficient power to control the tow under all foreseeable circumstances.

(CL 879/03; FR 04/29/03) 42/03

COAST PILOT 9 **21 Ed 2003** **Change No. 12**
LAST NM 39/03

Page 88—Paragraphs 934 to 935; read:

(6) Knows the speed and direction of the current, set, drift, and tidal state for the area to be transited;

(7) Proceeds at a safe speed taking into account the weather, visibility, density of traffic, draft of tow, possibility of wake damage, speed and direction of the current, and local speed-limits; and

(8) Monitors the voyage plan required by §164.80.

(CL 879/03; FR 04/29/03) 42/03

Page 88—Paragraph 936, line 4 to Paragraph 937, line 1; read:

are entered in the log or other record carried on board.

§164.80 Tests, inspections, and voyage planning.

(a) The owner, master, or operator of each towing ...

(FR 4/29/03; CL 879/03) 42/03

Page 88—Paragraph 946, line 3; read:

of chafing gear; and of the winch brake, if installed.

(c) Towing vessels described in paragraphs (b) (1) through (4) of §164.01 are exempt from the voyage-planning requirements outlined in this section. If any part of a towing vessel's intended voyage is seaward of the baseline (i.e., the shoreward boundary) of the territorial sea of the U.S., then the owner, master, or operator of the vessel, employed to tow a barge or barges, must ensure that the voyage with the barge or barges is planned, taking into account all pertinent information before the vessel embarks on the voyage. The master must check the planned route for proximity to hazards before the voyage begins. During a voyage, if a decision is made to deviate substantially from the planned route, then the master

or mate must plan the new route before deviating from the planned route. The voyage plan must follow company policy and consider the following (related requirements noted in parentheses);

(1) Applicable information from nautical charts and publications (also see paragraph (b) of §164.72), including Coast Pilot, Coast Guard Light List, and Coast Guard Local Notice to Mariners for the port of departure, all ports of call, and the destination;

(2) Current and forecast weather, including visibility, wind, and sea state for the port of departure, all ports of call, and the destination (also see paragraphs (a)(7) of §164.78 and (b) of §164.82);

(3) Data on tides and currents for the port of departure, all ports of call, and the destination, and the river stages and forecast, if appropriate;

(4) Forward and after drafts of the barge or barges and under-keel and vertical clearances (air-gaps) for all bridges, ports, and berthing areas;

(5) Pre-departure checklists;

(6) Calculated speed and estimated time of arrival at proposed waypoints;

(7) Communication contacts at any Vessel Traffic Services, bridges, and facilities, and any port-specific requirements for VHF radio;

(8) Any master's or operator's standing orders detailing closest points of approach, special conditions, and critical maneuvers; and

(9) Whether the towing vessel has sufficient power to control the tow under all foreseeable circumstances.

(CL 879/03; FR 04/29/03) 42/03

COAST PILOT 9 **21 Ed 2003** **Change No. 13**

Page 91—Paragraph 1008; read:

(a) *Location.* The waters within the following boundaries is a safety zone—the area within a radius of 1330 yards of Ammunition Island centered on latitude 61°07'28"N., longitude 146°18'29"W., (NAD 83) and the vessel moored or anchored at Ammunition Island.

(FR 7/9/02) 42/03

ATLAS OF PILOT CHARTS CORRECTIONS

PUB 106 **3 Ed 2002** **NEW EDITION**
(NIMA) 42/03

SECTION II

CORRECTIONS TO C. G. LIGHT LIST, VOLUME I LIGHT LIST, 2003							
(1) No.	(2) Name and Location	(3) Position	(4) Characteristic	(5) Height	(6) Range	(7) Structure	(8) Remarks
7290	Clapboard Island South Ledge Buoy CI					Red nun with green bands.	
	*						42/03
8180	- Buoy 8	43 20 55 N 70 28 27 W				Red nun.	
		*					42/03
20115	Ram Island Reef Daybeacon RI On rocks.	41 19 23 N 71 58 28 W				NW on pipe worded DANGER ROCKS.	
		*				*	42/03
20455	Ellis Reef Daybeacon ER On rocks.	41 19 01 N 71 57 19 W				NW on pipe tower worded DANGER ROCKS.	
		*				*	42/03
Thames River							
22105	ALLYN POINT LIGHT 22	41 26 37 N 72 05 03 W	FIR 4s	24	4	TR on pipe tower on concrete base.	
		*				*	42/03
22115	LONG REACH LOWER LIGHT 24	41 26 54 N 72 04 58 W	FIR 4s	20	4	TR on pipe tower on concrete base.	
		*				*	42/03
22130	LONG REACH UPPER LIGHT 27	41 27 12 N 72 04 22 W	FIG 4s	20	4	SG on pipe tower on concrete base.	
		*				*	42/03
22140	STODDARDS OLD DOCK LIGHT 30	41 27 38 N 72 04 03 W	FIR 4s	20	4	TR on pipe tower on concrete base.	
		*				*	42/03
22150	WALDEN ISLAND LIGHT 32	41 28 05 N 72 04 07 W	FIR 2.5s	14	4	TR on pipe tower on concrete base.	
		*				*	42/03
22170	MOHEGAN DIKE LIGHT 36	41 28 42 N 72 04 20 W	FIR 4s	18	4	TR on pipe tower on concrete base.	
		*				*	42/03
22195	INDIAN HILL LIGHT 39	41 29 10 N 72 04 47 W	FIG 4s	9	4	SG on pipe tower on concrete base.	
		*				*	42/03
22200	PRIDE PIER LIGHT 40	41 29 29 N 72 04 47 W	FIR 4s	20	4	TR on pipe tower on concrete base.	
		*				*	42/03
22215	PERCHE ROCK LIGHT 43 On rock.	41 29 50 N 72 04 57 W	FIG 4s	16	4	SG on pipe tower on concrete base.	
						*	42/03

Note: Asterisks (*) indicate that column(s) in which a correction has been made or new information added.
Denotes a new entry when preceding the station number.

SECTION II

CORRECTIONS TO C. G. LIGHT LIST, VOLUME I LIGHT LIST, 2003

(1) No.	(2) Name and Location	(3) Position	(4) Characteristic	(5) Height	(6) Range	(7) Structure	(8) Remarks
22230	SAND PIER LIGHT 47	41 30 13 N 72 05 05 W	FI G 2.5s	16	4	SG on pipe tower on concrete base.	
		*				*	42/03
22240	LOWER COAL DOCK LIGHT 50	41 30 42 N 72 04 40 W	FIR 4s	15	3	TR on pipe tower on concrete base.	
		*				*	42/03
24405	- LIGHT 11	41 10 30 N 73 07 22 W	FI G 4s	23	4	SG on pipe tower on concrete base.	
		*				*	42/03
25030	- LIGHT 14	41 04 43 N 73 23 59 W	QR	26	4	TR on pipe tower on concrete base.	
		*				*	42/03
37325	<i>Bergen Point Lighted Buoy 14</i>	40 38 32 N 74 08 41 W	FIR 4s		4	Red.	
		*					42/03
NEW YORK HARBOR (Chart 12327)							
Newark Bay							
37385	- <i>Channel Lighted Buoy 2</i>	40 38 39 N 74 08 58 W	QR		4	Red.	
		*					42/03
37390	- <i>Channel Lighted Buoy 3</i>	40 38 58 N 74 09 11 W	FI G 4s		4	Green.	
		*					42/03
37392	<i>Channel Lighted Buoy 3A</i>						<i>Remove from list.</i>
							* 42/03
37400	- <i>Channel Lighted Buoy 5</i>	40 39 08 N 74 08 59 W	FI G 2.5s		4	Green.	
		*					42/03
Burlington Bay							
39615	- Breakwater North Light	44 28 50 N 73 13 48 W	FI W 2.5s	35	7	White square lighthouse on end of breakwater.	HORN: 1 blast ev 15s (2s bl).
						*	* 42/03
39680	- BREAKWATER SOUTH LIGHT		FI W 4s	12	7	White triangular lighthouse on end of breakwater.	
					*	*	42/03

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SECTION II

CORRECTIONS TO C. G. LIGHT LIST, VOLUME II LIGHT LIST, 2003							
(1) No.	(2) Name and Location	(3) Position	(4) Characteristic	(5) Height	(6) Range	(7) Structure	(8) Remarks
*29523	- Buoy 5C					Green can.	42/03
*29538	- Buoy 9					Green can.	42/03
CORRECTIONS TO C. G. LIGHT LIST, VOLUME IV LIGHT LIST, 2003							
(1) No.	(2) Name and Location	(3) Position	(4) Characteristic	(5) Height	(6) Range	(7) Structure	(8) Remarks
1266	<i>Pioneer-102-1 Lighted Buoy Marks subsea installation</i>						<i>Remove from list.</i> * 42/03
13610 33165	- LIGHT 2		Q R	40	5	TR-SY on skeleton tower.	* 42/03
15395	- LEADING LIGHT	29 16 00 N 89 57 48 W	Q W	17	5	NB on dolphin.	Ra ref. * 42/03
15425	- Buoy 3	29 15 58 N 89 57 34 W				Green can.	* 42/03
15890	- Buoy 41	29 28 18 N 90 00 14 W				Green can.	* 42/03
Caminada Bay Channel							
16095	- LIGHT 1	29 16 01 N 89 58 19 W	FIG 2.5s	17	3	SG on pile.	Ra ref. * 42/03
16130	- LIGHT 13A	29 16 11 N 90 03 23 W	Q G	17	3	SG on pile.	Ra ref. * 42/03
20911	- LIGHT 4 45 yards outside channel limit.						<i>Remove from list.</i> * 42/03
*20927	ALCOA METALS WEST DOLPHIN LIGHT	30 06 34 N 93 17 57 W	FIG 2.5s	12		On dolphin.	Private aid. 42/03
*20927.01	ALCOA METALS DOCK LIGHTS (2)	30 06 35 N 93 17 46 W	FIG 2.5s	12		On pier.	Private aid. 42/03

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SECTION II

CORRECTIONS TO C. G. LIGHT LIST, VOLUME IV LIGHT LIST, 2003

(1) No.	(2) Name and Location	(3) Position	(4) Characteristic	(5) Height	(6) Range	(7) Structure	(8) Remarks
*20927.02	ALCOA METALS EAST DOLPHIN LIGHT	30 06 37 N 93 17 39 W	FI G 2.5s	12		On mooring dolphin.	Private aid.
							42/03
20928	- RANGE FRONT LIGHT 5	30 06 28 N 93 18 20 W	Q G	20	4	KRW-I & SG on skeleton tower on piles.	Visible all around; higher intensity on rangeline. KRW-I for inbound traffic. SG for outboard traffic.
	*					*	* 42/03
*20929.05	- LIGHT 7		FI G 2.5s	17	3	SG on pile.	Ra ref.
							42/03
*20929.06	- LIGHT 8	30 06 27 N 93 17 59 W	FI R 2.5s	17	3	TR on pile.	Ra ref.
							42/03
20931	- LIGHT 10 30 yards outside channel limit.	30 06 30 N 93 17 40 W	Oc R 4s	17	3	TR on pile.	Ra ref.
	*						42/03
20933	- LIGHT 12 40 yards outside channel limit.	30 06 29 N 93 17 25 W	Q R	17	3	TR on pile.	Ra ref.
	*						42/03
33165 13610	INNER HARBOR NAVIGATION CANAL LIGHT 2		Q R	40	5	TR-SY on skeleton tower.	
						*	42/03
CATAHOULA BAY TO WAX LAKE OUTLET (Chart 11355)							
New Orleans - Port Arthur							
33350	Delta Farm Buoy 1	29 36 30 N 90 21 29 W				Green can with yellow square.	
		*					42/03
New Orleans - Port Arthur							
33743	- RANGE FRONT LIGHT 5	30 06 28 N 93 18 20 W	Q G	20	4	KRW-I & SG on skeleton tower on piles.	Visible all around; higher intensity on rangeline. KRW-I for inbound traffic. SG for outbound traffic.
	*					*	* 42/03

CORRECTIONS TO C. G. LIGHT LIST, VOLUME VI LIGHT LIST, 2003

(1) No.	(2) Name and Location	(3) Position	(4) Characteristic	(5) Height	(6) Range	(7) Structure	(8) Remarks
90 2440	NEWPORT BAY WEST JETTY LIGHT 3	33 35 18 N 117 52 46 W	FI G 6s	44	6	SG on concrete building.	Reduced intensity from 355° to 110°. The fog signal can be activated upon request to the Coast Guard via VHF-FM Ch 16. HORN: 1 blast ev 30s (3s bl).
						*	42/03

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SECTION II

CORRECTIONS TO C. G. LIGHT LIST, VOLUME VI LIGHT LIST, 2003							
(1) No.	(2) Name and Location	(3) Position	(4) Characteristic	(5) Height	(6) Range	(7) Structure	(8) Remarks
2440 90	- WEST JETTY LIGHT 3	33 35 18 N 117 52 46 W	FI G 6s	44	6	SG on concrete building.	Reduced intensity from 355° to 110°. The fog signal can be activated upon request to the Coast Guard via VHF-FM Ch 16. HORN: 1 blast ev 30s (3s bl).
					*		42/03
	Port of Poulsbo						
17970	Liberty Bay Daybeacon 2	47 42 27 N 122 37 38 W				TR on pile.	
		*					42/03

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Denotes a new entry when preceding the station number.

SECTION II

CORRECTIONS TO PUB 110, LIST OF LIGHTS, 2003 EDITION

(1) No.	(2) Name and Location	(3) Position	(4) Characteristic	(5) Height	(6) Range	(7) Structure	(8) Remarks
2948 <i>H 1907</i>	Milne Point Range, front.	50° 13.3' N 60° 18.9' W	F.R.	55 17	13	Square skeleton tower, fluorescent orange daymark, black stripe; 35.	Visible on range line only. Operates at night only.
					*		* 42/03
2952 <i>H 1907.1</i>	-Rear, 295 meters from front.	004°40' 50° 13.5' N 60° 18.9' W	F.R.	101 31	13	Square skeleton tower, fluorescent orange daymark, black stripe; 30.	Visible on range line only. Operates at night only.
	*				*		* 42/03
3028 <i>H 1928</i>	Johan Beetz Bay Range, front.	50° 17.0' N 62° 47.9' W	F.Y.	40 12	15	Square skeleton tower, fluorescent orange daymark, black stripe; 30.	Visible on range line only. Operates at night only.
				*	*	*	* 42/03
3032 <i>H 1928.1</i>	-Rear, 162.3 meters from front.	043°04' 50° 17.1' N 62° 47.8' W	F.Y.	69 21	15	Square skeleton tower, fluorescent orange daymark, black stripe; 20.	Visible on range line only. Operates at night only.
	*			*	*	*	* 42/03
3036 <i>H 1930</i>	Johan Beetz Bay Inner Range, front.	50° 17.1' N 62° 48.7' W	Iso.R. period 2s	25 8	4	Square skeleton tower, fluorescent orange daymark, black stripe; 15.	Intensified on range line. Operates at night only.
				*	*	*	* 42/03
3040 <i>H 1930.1</i>	-Rear, 126 meters from front.	319°02' 50° 17.1' N 62° 48.8' W	Iso.R. period 2s	42 13	16	Square skeleton tower, fluorescent orange daymark, black stripe; 16.	Visible on range line only. Operates at night only.
	*				*	*	* 42/03
3196 <i>H 1990</i>	Ile de Corossol.	50° 05.3' N 66° 22.6' W	Fl.W. period 2.5s fl. 0.1s, ec. 2.4s		12	Skeleton tower; 60.	Operates at night only.
			*				* 42/03
*3249.5 <i>H 1997.6</i>	Pointe Noire, Ore Wharf terminal.	50° 09.9' N 66° 29.2' W	Fl.R. period 4s	17 5	6	Black round mast; 8.	
							* 42/03
3388 <i>H 2090</i>	-Anse aux Basques Range, front.	48° 19.1' N 69° 24.9' W	F.R.	22 7	16	Red and white square skeleton tower, fluorescent orange rectangular daymark, black stripe; 15.	Visible on range line only.
	*				*		* 42/03
3392 <i>H 2090.1</i>	-Rear, 69 meters from front.	301°48' 48° 19.1' N 69° 24.9' W	F.R.	40 12	16	Red and white square skeleton tower, fluorescent orange rectangular daymark, black stripe; 15.	Visible on range line only.
	*				*		* 42/03
	-Baie de Shippegan:						
7308 <i>H 1566</i>	-Pokesudie Island, NE. point.	47° 49.2' N 64° 45.3' W	Iso.W. period 4s	43 13	10	Square skeleton tower; 34.	Seasonal.
				*	*	*	* 42/03

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Denotes a new entry when preceding the station number.

SECTION II

CORRECTIONS TO PUB 110, LIST OF LIGHTS, 2003 EDITION

(1) No.	(2) Name and Location	(3) Position	(4) Characteristic	(5) Height	(6) Range	(7) Structure	(8) Remarks
	7524 -East Point Range, front. <i>H 1488</i>						<i>Remove from list.</i>
							* 42/03
	7528 - -Rear, 404 meters 246°56' <i>H 1488.1</i> from front.						<i>Remove from list.</i>
							* 42/03
	*8904 Ciboux Island. <i>H 0856</i>	46° 23.1' N 60° 22.5' W	L.F.L.R. period 12s fl. 2s, ec. 10s	89 27	6	White round tower, two red bands; 30.	42/03
STRAIT OF CANSO:							
	9416 -Eddy Point Range, front. <i>H 3421</i>	45° 31.2' N 61° 15.2' W	Oc.Y. period 5s lt. 4s, ec. 1s	39 12	15	Skeleton tower, white daymark, red stripe; 38.	Visible on range line only.
			Fl.W. period 4s fl. 0.5s, ec. 3.5s				* * * * 42/03
	9420 - -Rear, 361 meters 124°51' <i>H 3421.1</i> from front.	45° 31.1' N 61° 14.9' W	Oc.Y. period 5s lt. 4s, ec. 1s	86 26	15	Triangular skeleton tower, white daymark, red stripe; 60.	Visible on range line only.
			Fl.W. period 4s fl. 0.5s, ec. 3.5s	88 27			* * * 42/03

CORRECTIONS TO PUB 112, LIST OF LIGHTS, 2003 EDITION

(1) No.	(2) Name and Location	(3) Position	(4) Characteristic	(5) Height	(6) Range	(7) Structure	(8) Remarks
	1090 -Akaisi Misaki, nursery. <i>F 7021.4</i>						<i>Remove from list.</i>
							* 42/03
	11212 Minamata Ko. <i>F 5134</i>	32° 11.8' N 130° 21.7' E	Fl.W. period 3s	105 32	7	White round concrete tower on square base; 36.	* 42/03
							* 42/03
	11552 Tera Shima. <i>F 5164</i>	32° 35.7' N 130° 28.5' E	Fl.W.R. period 3s	33 10	3	White round stone beacon; 36.	R. 106°-139°, W.-356°. 42/03
							* 42/03
	14475 -Mahaba Point. <i>F 2533</i>	12° 55.8' N 121° 41.0' E	Fl.W. period 7s		12	White metal and fiberglass tower; 32.	* * * 42/03
							* 42/03
	*14596.5 Cresta de Gallo Island. <i>F 2512.5</i>	12° 11.1' N 122° 41.8' E	Fl.W. period 5s				42/03

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Denotes a new entry when preceding the station number.

SECTION II

CORRECTIONS TO PUB 112, LIST OF LIGHTS, 2003 EDITION

(1) No.	(2) Name and Location	(3) Position	(4) Characteristic	(5) Height	(6) Range	(7) Structure	(8) Remarks
14652 <i>F 2296</i>	Tanguingui Island.	11° 29.2' N 123° 43.6' E	Fl.(2)W. period 5s	128 39	15	Black steel tower, white lantern, concrete dwelling, white roof; 113.	
			*				42/03
14810 <i>F 2412.5</i>	Carnasa Island.	11° 30.9' N 124° 06.1' E	Fl.(2)W. period 10s				
			*				42/03

CORRECTIONS TO PUB 113, LIST OF LIGHTS, 2002 EDITION

(1) No.	(2) Name and Location	(3) Position	(4) Characteristic	(5) Height	(6) Range	(7) Structure	(8) Remarks
13316 <i>E 3282</i>	-Rt Kremik.	43° 34.5' N 15° 55.0' E	Fl.W. period 3s fl. 0.3s, ec. 2.7s	36 11	8	White octagonal concrete tower; 26.	Visible 339°-197°.
		*					* 42/03
16956 <i>E 4850</i>	-Mehmetcik Burnu.	40° 02.6' N 26° 10.5' E	Fl.W.R. period 5s fl. 0.5s, ec. 4.5s	164 50	W. 19 R. 12	White masonry tower; 82.	R. 350°-010°, W.-350°. Radar reflector.
	-RACON		C(- - -)				
	*	*	*				42/03
17048 <i>E 4878</i>	-Gelibolu.	40° 24.6' N 26° 41.0' E	Fl.W. period 5s fl. 0.5s, ec. 4.5s	111 34	15	White masonry tower; 30.	Siren: 2 bl. ev. 30s.
	-RACON		G(- - -)				
	*		*				42/03
24056 <i>D 2775</i>	-Puerto de Los Marmoles, Punta Chica, pier, head.	28° 57.8' N 13° 31.6' W	Fl.G. period 5s fl. 0.5s, ec. 4.5s	39 12	6	Green round tower; 20.	
			*			*	42/03
24312 <i>D 2974.2</i>	-Villa Cisneros, Muelle Transversal No."3", head.	23° 41.8' N 15° 55.2' W	Fl.(2)W. period 10s	26 8	8	Gray truncated conical tower; 16.	
			*	*	*		42/03
*24314 <i>D 2973.5</i>	-New Port, breakwater, head.	23° 39.6' N 15° 56.7' W	Q.(3)W. period 10s	36 11	8	E. CARDINAL BYB, beacon, topmark.	
							42/03

SUMMARY OF CORRECTIONS TO PUB 115, LIST OF LIGHTS, 2003 EDITION

(1) No.	(2) Name and Location	(3) Position	(4) Characteristic	(5) Height	(6) Range	(7) Structure	(8) Remarks
618.1 <i>B 2471.2</i>	-Holmen Range, front.						<i>Remove from list.</i>
							* 38/03

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SECTION II

SUMMARY OF CORRECTIONS TO PUB 115, LIST OF LIGHTS, 2003 EDITION

(1) No.	(2) Name and Location	(3) Position	(4) Characteristic	(5) Height	(6) Range	(7) Structure	(8) Remarks
618.2 <i>B 2471.21</i>	--Rear, 268°30' from front.						<i>Remove from list.</i>
							* 38/03
780 <i>B 2554</i>	Tonsberg Havn, bridge lights Range, front.	59° 16.0' N 10' 25.0' E	2 F.R.			Lantern on bridge.	One on each side of bridge. Only shown when bridge is closed.
						*	* 42/03
LARVIKSFJORDEN:							
816 <i>B 2578</i>	-Svenner.	58° 58.2' N 10' 09.0' E	Oc.W.R. period 10s	132 40	W. 18 R. 17	Red iron tower; 61.	R. 232°-261°, W.-059°, R.-076°, W.-232°.
	-RACON		N(-•)				* 42/03
1956 <i>B 3179</i>	-Sonnenvikodden.	58° 26.0' N 6' 00.0' E	F.W.				
*	*		*	*	*	*	* 39/03
NYSUND:							
2004 <i>B 3208</i>	-Hellvig, Ytre Hamn Range, front.	58° 28.0' N 5' 51.0' E	F.R.	43 13		2 Post.	
						*	39/03
2008 <i>B 3208.1</i>	--Rear, 120 meters 015° from front.	58° 28.6' N 5' 51.4' E	F.R.	68 21		2 Post.	
						*	39/03
2012 <i>B 3210</i>	-Indre Hamn Range, front.	58° 29.0' N 5' 52.0' E	F.R.	30 9		2 Post.	
						*	39/03
JAEREN:							
2020 <i>B 3212</i>	-Vatnemoholmene Range, front.	58° 29.0' N 5' 50.0' E	F.R.	23 7		Wooden post.	
						*	39/03
2024 <i>B 3212.1</i>	--Rear, 64 meters 025° from front.	58° 29.1' N 5' 49.4' E	F.R.	39 12		Wooden post.	
						*	39/03
2028 <i>B 3213</i>	-West Range, front.	58° 29.0' N 5' 49.0' E	F.G.	23 7		Wooden post.	
						*	39/03
2032 <i>B 3213.1</i>	--Rear, 40 meters 317° from front.	58° 29.1' N 5' 48.9' E	F.G.	39 12		Wooden post.	
						*	39/03

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2036 <i>B 3215.2</i>	Sirevag, breakwater head.	58° 30.4' N 5' 47.1' E	Iso.G. period 6s	44 14		Floodlit.	
*	*	*	*	*	*	*	* 39/03
2040 <i>B 3215</i>	-Entrance Range, front.	58° 30.2' N 5' 47.7' E	F.R.	49 15	4	Post.	Promontories along range marked by floodlit F.R., F.G. lights.
		*		*		*	* 39/03
2044 <i>B 3215.1</i>	-Rear, 230 meters 135° from front.	58° 30.1' N 5' 47.8' E	F.R.	82 25	4	Post.	
	*	*		*		*	39/03
5430 <i>L 0421.2</i>	-Grindoy islet, NW. side.	61° 53.8' N 5' 07.4' E	Q.G.	16 5	3	Metal column.	Private light.
*					*	*	40/03
5476 <i>L 0477</i>	Basundskjaeret, on rock awash.	61° 56.0' N 5' 01.0' E	Fl.W. period 3s	46 14	7	Metal column on concrete base; 36.	
			*				40/03
FAFJORDEN:							
5480 <i>L 0420</i>	-Kvitnes, Husevagoy, W. side.	61° 54.0' N 5' 01.0' E	Iso.W.R.G. period 2s	41 12	W. 6 R. 4 G. 4	Iron hut.	G. 303°-013°, R.-114°, W.-120°, G.-154°.
			*				* 40/03
5484 <i>L 0418</i>	-Fafjord, Bremangeroy, N. side.	61° 53.4' N 5' 01.6' E	Fl.W.R.G. period 5s	22 7	W. 6 R. 4 G. 4	Iron hut.	R. 117°-145°, W.-148°, G.- 259°30', R.-267°, W.-276°, G.-279°.
			*				* 40/03
VAGSFJORDEN:							
5488 <i>L 0476</i>	-Hovdeneset, Husevagoy, N. point.	61° 55.6' N 5' 01.5' E	Iso.W.R.G. period 4s	90 27	W. 8 R. 6 G. 5		R. 068°-073°, G.-081°30', W.- 086°30', R.-122°, G.-128°30', W.-135°30', R.-231°, G.-280°, W.-292°, R.-310°.
						*	* 40/03
5544 <i>L 0498.1</i>	-Rear, 90 meters 166° from front.	61° 59.0' N 5' 10.1' E	Oc.R.	128 39	16	White hut, orange stripe.	Visible 162°-170°. Intensified on range line.
	*					*	40/03
5546 <i>L 0499</i>	-Smorskjaer.	61° 59.8' N 5' 11.5' E	V.Q.(3)W. period 5s	26 8	5		
			*			*	40/03
5568 <i>L 0516</i>	-Selje, at Grytingnes.	62° 03.1' N 5' 20.8' E	Oc.W.R.G. period 6s	20 6	W. 10 R. 8 G. 8	Iron hut; 10.	R. 352°-031°, W.-044°, G.-109°, W.-119°, R.-132°.
							* 40/03

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5640 <i>L 0546</i>	Katteskjæer.	62° 12.3' N 5° 34.6' E	Fl.(2)W. period 5s	20 6	3	Iron perch.	
				*		*	37/03
SUNMOREFJORDEN:							
5644 <i>L 0548</i>	-Saudeholmen, S. point of islet, Rovdefjord.	62° 11.0' N 5° 36.4' E	Iso.W.R.G. period 6s	31 9		Framework tower.	G. 235°-257°, W.-267°, R.-285°, G.-289°, W.-300°, R.-331°, W.-113°, R.-121°, G.-147°.
					*	*	37/03
5664 <i>L 0568</i>	--Raudoy.	62° 14.5' N 5° 58.9' E	Oc.(2)W.R.G. period 8s	69 21			G. 077°-097°, W.-118°, R.-335°, W.-338°, G.-345°.
					*	*	37/03
SANDSFJORDEN:							
5756 <i>L 0656</i>	-Sandshamn, breakwater, head.	62° 15.1' N 5° 29.7' E	Oc.(3)W.R.G. period 12s	16 5	W. 4 R. 3 G. 2	Iron hut; 23.	R. 163°-182°, G.-198°, W.-213°, R.-228°, W.-232°, G.-296°, W.-301°, R.-332°, W.-352°, G.-095°, W.-102°.
			*	*			37/03
-Gursken:							
5764 <i>L 0659.5</i>	--Ytre Gursken.	62° 13.9' N 5° 37.0' E	Oc.(2)W.R.G. period 8s	16 5		Post.	G. 355°-091°18', W.-093°36', R.-110°.
*	*	*	*	*	*	*	37/03
5768 <i>L 0659.1</i>	--Rear, 168 meters 092° from front.						<i>Remove from list.</i>
							37/03
5852 <i>L 0696</i>	-Boholmen, W. side of islet.	62° 20.4' N 5° 48.7' E	Iso.W.R.G. period 4s	56 17			G. 313°-319°, W.-055°, R.-186°, W.-199°, G.-206°.
					*	*	37/03
5872 <i>L 0628</i>	-Krigsholmflu.	62° 18.0' N 5° 48.0' E	Fl.R. period 3s fl. 0.3s, ec. 2.7s	13 4	1	Iron post.	
				*	*		37/03
5896 <i>L 0610</i>	--Arsnespynten.	62° 15.0' N 5° 48.5' E	Fl.G. period 3s	13 4	4	Iron post.	
				*	*		37/03
5900 <i>L 0612</i>	--Aursnes.	62° 15.0' N 5° 49.6' E	Iso.W.R.G. period 6s	15 5			R. 274°-281°, W.-284°, G.-013°, R.-056°, W.-082°, G.-101°.
					*	*	37/03
5941 <i>L 0749</i>	-S. side "A".	62° 20.2' N 5° 35.9' E	Iso.G. period 2s	21 6	3	Dolphin.	
			*			*	37/03

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5942 <i>L 0749.2</i>	-N. side "B".	62° 20.2' N 5° 35.9' E	Iso.R. period 4s	16 5	3	Dolphin.	
			*			*	37/03
6140 <i>L 0806</i>	Oksebasen, SW. point of Havnoy.	62° 31.0' N 6° 09.0' E	Oc.(3)W.R.G. period 10s	33 10	W. 11 R. 9 G. 9	Iron hut.	G. 293°30'-296°, W.-335°, R.- 019°, G.-176°30', W.-198°30', R.-215°30', W.-217°, G.-223°.
							* 37/03
6196 <i>L 0835</i>	-On N. mole.	62° 29.1' N 5° 59.2' E	Iso.W.G. period 2s	30 9	W. 3 G. 1	Post; 18.	G. 270°-164°, W.-270°.
					*		37/03
9228 <i>L 1987</i>	-Bindalsflesa.	65° 14.8' N 11° 30.4' E	Fl.(2)W.R.G. period 10s fl. 0.7s, ec. 1.5s fl. 0.7s, ec. 7.1s	28 9	W. 7 R. 5 G. 5	White lantern on concrete column; 23.	R. 109°-129°, W.-142°, G.-195°, G.(unintensified)-270°, G.- 310°30', W.-314°, R.-318°, W.-326°30', G.-358°.
						*	* 36/03
9272 <i>L 2004</i>	-Liholmen, islet, W. point.	65° 08.0' N 12° 18.3' E	Iso.W.R.G. period 6s	16 5	W. 4 R. 3 G. 2	White lantern; 10.	G. 295°-300°, W.-319°, R.-048°, W.-053°, G.-094°, R.-183°, W.-219°30', G.-221°30'.
						*	* 36/03
TORGVAERLEIA:							
9292 <i>L 2020</i>	-Helbergoy.	65° 20.8' N 12° 01.8' E	Iso.W.R.G. period 6s	61 19	W. 7 R. 5 G. 5	White lantern.	G. 142°30'-146°30', W.-158°, R.-162°, G.-217°, W.-224°, R.- 230°, G.-010°, R.-021°, W.- 027°, G.-036°30'.
			*			*	* 36/03
9364 <i>L 2043</i>	-Kvalen.	65° 27.0' N 11° 43.5' E	Fl.W. period 3s fl. 0.5s, ec. 2.5s	30 9	6	Lantern on pedestal; 13.	
			*		*	*	36/03
9372 <i>L 2044</i>	-Somnes, Jarholme, S. side.	65° 22.0' N 12° 11.0' E	Oc.W.R.G. period 6s	25 8	W. 9 R. 6 G. 6	White lantern on base; 19	G. 268°-118°, W.-138°, R.-158°.
			*		*	*	36/03
BRONNOYSUND:							
9376 <i>L 2046</i>	-Stokholmen.	65° 26.4' N 12° 09.8' E	Oc.W.R.G. period 6s	10 3	W. 7 R. 5 G. 5	White lantern, concrete base; 16.	R. 008°-013°, W.-019°, G.-166°, R.-183°, G.-205°, R.-209°.
			*			*	36/03
9388 <i>L 2051</i>	-Biskopgrunnen, islet, NW. side.	65° 28.1' N 12° 11.9' E	Fl.G. period 3s fl. 0.3s, ec. 2.7s	12 4	2	Iron perch.	
			*		*		36/03

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9400 <i>L 2062</i>	-Aboskjaer.	65° 28.3' N 12° 12.1' E	Q.W.	10 3	2	Metal column.	Q.G. on Nordre Biskopsgrunn, Q.R. on S. point of Aboskjaer, Q.G. on Lille Bronno.
			*		*	*	36/03
9408 <i>L 2068</i>	-Rodskaersnaget.	65° 29.0' N 12° 13.0' E	Q.R.	23 7	2	Concrete pillar; 33. Floodlit.	
					*	*	36/03
9428 <i>L 2080</i>	Manddauen.	65° 35.0' N 12° 19.3' E	Oc.(3)W.R.G. period 10s	16 5	W. 9 R. 7 G. 7	White lantern on piles; 16.	G. 117°-129°54', W.-140°12', R.-177°18', W.-186°18', G.- 190°12', W.-192°42', R.- 201°48', W.-207°54', G.-283°, W.-289°, R.-325°, W.-331°30', G.-342°.
						*	* 36/03
VEGA:							
9436 <i>L 2098</i>	-Bermstein.	65° 36.0' N 11° 18.0' E	Fl.(3)W. period 40s	131 40	18	Red iron tower, white band; 88.	
	-Auxiliary.		Oc.(3)W.R.G. period 10s	89 27	W. 16 R. 15 G. 15		W. 004°-017°, R.-032° and 156°30'-171°, G. 200°-204°, W.-206°, R.-208°.
			*				* 36/03
9448 <i>L 2108</i>	-Skjaevaer, on Tenholmen.	65° 46.8' N 11° 35.1' E	Iso.W.R.G. period 6s	40 12	W. 7 R. 5 G. 5	White lantern on piles.	R. 016°-126°30', W.-135°, G.- 150°, W.-167°, R.-208°, G.- 249°, R.-285°, W.(unintensified)-327°.
						*	* 36/03
-Hysvaer:							
9472 <i>L 2118</i>	-Hogoy, Hogoyksjaerslua.	65° 45.0' N 11° 45.0' E	Oc.(2)W.R.G. period 8s	18 5	W. 5 R. 3 G. 3	White lantern on piles; 26.	G. 231°-257°, W.-270°, R.-299°, G.-126°.
			*			*	36/03
9484 <i>L 2126</i>	-Batvikholme, islet, NE. point.	65° 37.0' N 11° 45.0' E	Oc.(2)W.R.G. period 8s	42 13	W. 5 R. 3 G. 3	White lantern; 10.	G. 329°-008°, R.-019°, G.-131°, W.-134°, R.-185°, W.-189°, G.-205°, W.-329°.
			*			*	36/03
10708 <i>L 2540</i>	-Svartoksen.	67° 15.8' N 14° 14.1' E	Fl.(2)W.R.G. period 4s	36 11	W. 7 R. 5 G. 4	White lantern on cairn.	W. 035°30'-061°, R.-177°30', G.-208°30', W.-215°30', R.- 244°30', W.-248°, G.-035°30'.
			*			*	35/03
10720 <i>L 2544</i>	-Bodo, mole, head.	67° 17.1' N 14° 21.9' E	Fl.G. period 3s	16 5	4	Iron perch.	
		*		*			42/03
*10722 <i>L 2544.4</i>	-Inner Harbor.	67° 17.1' N 14° 22.1' E	F.R.				F.G. lights mark two pier heads 220 meters SE.
							42/03

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10724 <i>L 2537</i>	-Nyholmen, SW. point.	67° 17.2' N 14° 21.9' E	Oc.W.R.G. period 6s	23 7	W. 10 R. 9 G. 8	White lantern, concrete base.	G. 261°30'-320°30', R.-045°, W.-048°30', G.-063°30', W.- 066°30', R.-194°.
		*	*			*	* 42/03
11428 <i>L 2847</i>	-Kjefsoyflu.	68° 13.9' N 14° 46.8' E	Q.W.	16 5	2	Iron beacon.	
				*			* 34/03
SKROVA:							
11444 <i>L 2856</i>	-Slakoy.	68° 10.8' N 14° 43.7' E	Oc.W.R.G. period 6s	176 54	W. 6 R. 4 G. 4	White lantern.	R. 257°42'-270°54', W.- 000°48', G.-089°36', W.-094°, R.-117°30', W.-120°42', G.- 127°36'.
		*			*	*	* 34/03
11460 <i>L 2860</i>	-Saltvaerleden.	68° 09.2' N 14° 39.0' E	Iso.R. period 2s	49 15		Wooden mast.	Light in line 314°30' with Skrova light.
		*			*		34/03
11484 <i>L 2870</i>	-Vabeinet, E. entrance, W. side.	68° 13.0' N 14° 34.0' E	Iso.G. period 2s		5	Metal Column.	
			*			*	34/03
11492 <i>L 2876</i>	-Vorsetoy, W. entrance.	68° 13.5' N 14° 33.6' E	Oc.(2)W.R.G. period 8s	36 11	W. 8 R. 6 G. 6	White lantern.	G. 200°30'-219°, W.-221°30', R.-326°, W.-350°, G.-355°.
						*	* 34/03
11496 <i>L 2878</i>	-Dynegrunnen.	68° 13.0' N 14° 34.0' E	Iso.R. period 2s	36 11		Iron pole.	
					*	*	34/03
11502 <i>L 2880.5</i>	-Stretarneset.	68° 13.2' N 14° 32.5' E	Oc.(2)W.R.G. period 8s	44 13	W. 3 R. 2 G. 2	Floodlit.	R. 148°-328°, W.-006°, G.-052°.
					*	*	34/03
11512 <i>L 2882</i>	Osan, Klipfiskholmen.	68° 14.0' N 14° 33.0' E	Oc.(3)W.R.G. period 10s	20 6	W. 2 R. 1 G. 1	White lantern on piles.	G. 179°30'-187°, R.-009°, W.- 012°, G.-026°.
						*	* 34/03
11516 <i>L 2884</i>	Kabelvag, on Leiskjaeret.	68° 12.5' N 14° 29.5' E	Oc.W.R.G. period 6s	26 8	W. 6 R. 4 G. 4	White lantern on concrete piles.	R. 256°30'-269°, W.-276°, G.- 313°, W.-353°30', R.-359°30', W.-013°, G.-027°.
						*	* 35/03
11520 <i>L 2888</i>	Orsvag, on Sagoy.	68° 11.8' N 14° 25.6' E	Oc.W.R.G. period 6s	89 27	W. 10 R. 7 G. 7	White lantern on base.	G. 221°-245°, R.-258°, G.-275°, R.-306°, W.-311°, G.-315°, W.-321°, R.-352°, W.-357°, G.-024°, W.-031°, R.-047°30', W.-053°, G.-061°30'.
					*	*	35/03

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11532 <i>L 2892.1</i>	Rear, 297 meters from front.	303° from 68° 11.9' N 14° 19.8' E	Oc.(2)R. period 8s	144 44	7	White lantern.	Visible 300°-306°. Intensified on range line. * * 35/03
11572 <i>L 2916</i>	Lyngvaer, on Brandholmbaen.	68° 14.2' N 14° 13.5' E	Oc.W.R.G. period 6s	12 4	W. 10 R. 7 G. 7	White lantern on piles; 16.	W. 000°-042°, R.-090°, W.-154°, G.-202°, R.-310°. * * 35/03
11588 <i>L 2919</i>	Gimsoybaen.	68° 15.8' N 14° 15.4' E	Oc.(2)W.R.G. period 8s	19 6	W. 9 R. 7 G. 6	Bridge pier.	R. 161°-206°30', W.-215°30', G.-308°30', R.-012°, G.-023°, R.-035°, W.-047°30', G.- 049°30'. Iso.G. on bridge pier. * * 35/03
	RACON		T(-) period 12s				Located 300 meters ESE, on bridge. * * 35/03
11596 <i>L 2922</i>	Gimsoy, on Kristenskaerene.	68° 19.0' N 14° 16.0' E	Fl.W.R.G. period 5s fl. 1s, ec. 4s	22 7	W. 5 R. 3 G. 3	White lantern on stone beacon.	R. 161°-190°, W.-196°, G.-323°, W.-341°, R.-114°, R. 132°- 135°. * * 35/03
11600 <i>L 2926</i>	Festvaghalsen, Gimsoystrømmen, N. entrance.	68° 20.0' N 14° 20.0' E	Oc.(3)W.R.G. period 10s	33 10	W. 9 R. 7 G. 6	White lantern on piles.	R. 022°-028°, G.-033°30', W.- 040°, R.-131°, R.-148°, W.- 153°, R.-161°, W.-179°, G.- 204°, R.-208°. * * * 35/03
11620 <i>L 2934</i>	Buoyhavn, on Hellen.	68° 07.8' N 13° 51.7' E	Oc.W.R.G. period 6s	41 12	W. 9 R. 7 G. 6	White lantern.	G. 205°-251°, W.-262°, R.-285°, W.-297°, G.-324°. * * 35/03
11640 <i>L 2946</i>	Steine, entrance, S. side.	68° 07.0' N 13° 49.0' E	Oc.W.R.G. period 6s	34 10	W. 9 R. 7 G. 6	Wooden hut.	W. 180°-239°, G.-280°, W.-285°, R.-312°, W.-320°, G.-003°, R.- 009°. * * 35/03
11656 <i>L 2950</i>	-Notskjaeret.	68° 05.7' N 13° 44.1' E	Iso.W.R.G. period 6s	37 11	W. 4 R. 3 G. 2	White lantern.	G. 002°-055°, G. 075-140°, R.- 213°, G.-278°, W.-304°, R.- 345°. * * 35/03
11672 <i>L 2964</i>	Sandholmskjaeret.	68° 03.4' N 13° 32.2' E	Oc.(2)W.R.G. period 8s	26 8	W. 6 R. 4 G. 4	White lantern on concrete pole.	R. 039°30'-067°, G.-089°, R.- 101°, G.-242°30', R.-251°30', W.-260°30', G.-273°. * * * 38/03
11704 <i>L 2966</i>	Nusfjord, on Bonesodden.	68° 01.7' N 13° 21.6' E	Oc.W.R.G. period 6s	36 11	W. 9 R. 7 G. 6	White lantern.	R. 160°30'-163°30', W.-275°, G.-300°, W.-343°, R.-017°. * * 41/03

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11708 <i>L 2968</i>	Skjelfjord, on Hysksjaeret.	68° 02.5' N 13° 14.9' E	Oc.(2)W.R.G. period 10s	23 7	W. 5 R. 3 G. 3	White lantern on stone beacon.	G. 306°30'-359°30', W.-003°, R.-014°, G.-132°, R.-172°, W.- 306°30'.
					*	*	* 41/03
11712 <i>L 2970</i>	Skjelfjordrenna Range, front.						<i>Remove from list.</i>
							* 41/03
11714 <i>L 2970.1</i>	-Rear, 101 meters 324° from front.						<i>Remove from list.</i>
							* 41/03
11716 <i>L 2972</i>	Sund, Grimsholmen, S. side.	67° 59.9' N 13° 12.3' E	Oc.W.R.G. period 6s	40 12		White lantern on stone beacon.	R. 313°-329°, W.-010°, G.-139°, W.-147°, R.-204°. F.R. and G., Fl.R. and G. lights on dolphins mark channel from Flakstad to Moskensoy. R. to north, G. to south.
					*	*	41/03
11720 <i>L 2974</i>	-Kakern.	68° 01.2' N 13° 11.1' E	Oc.W.R.G. period 6s	36 11	W. 9 R. 7 G. 6	White lantern.	G. 324°-344°, W.-348°30', R.- 116°30', G.-173°.
					*	*	* 41/03
11728 <i>L 2980</i>	Ohnlsoy, S. point.	67° 56.2' N 13° 06.7' E	Oc.W.R.G. period 6s	46 14	W. 5 R. 4 G. 3	White lantern on base.	G. 236°-255°, W.-267°, R.-345°, W.-356°, G.-024°, R.-106°, W.-140°.
						*	* 41/03
REINE:							
11732 <i>L 2982</i>	-Fisksjaeret.	67° 56.0' N 13° 07.0' E	Oc.(3)W.R.G. period 10s	24 7	W. 9 R. 6 G. 6	White lantern on piles, stone base. Floodlit.	W. 091°-174°, G.-197°, R.-219°, G.-322°, W.-333°, R.-008°, G.-015°. Obscured by bridge 197°-219°.
					*	*	* 41/03
11736 <i>L 2983</i>	-Reinerenna, S.W. side.	67° 56.2' N 13° 05.3' E	Iso.R. period 2s	10 3	2	Dolphin.	
*	*		*	*			41/03
*11737 <i>L 2983.2</i>	--S.E. side.	67° 56.2' N 13° 05.3' E	Iso.R. period 2s	10 3	2	Dolphin.	
							41/03
11740 <i>L 2984</i>	-Inner harbor Range, front.	67° 56.0' N 13° 05.0' E	F.R.	20 6	6	Mast.	
*					*	*	41/03
11752 <i>L 2990</i>	Glapen.	67° 53.2' N 13° 02.3' E	Oc.W.R. period 6s	145 44	W. 15 R. 12	White wooden house; 24.	R. 203°-220°, W.-034°, R.-051°.
							* 41/03

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SECTION II

SUMMARY OF CORRECTIONS TO PUB 115, LIST OF LIGHTS, 2003 EDITION

(1) No.	(2) Name and Location	(3) Position	(4) Characteristic	(5) Height	(6) Range	(7) Structure	(8) Remarks
11774 <i>L 2994.3</i>	Moskenesoy, mole, head.	67° 52.8' N 12° 59.5' E	Iso.R. period 4s	26 8	2	Floodlit.	
					*	*	41/03
11816 <i>L 3002</i>	-Sorlandsvag, E. side of bight.	67° 39.0' N 12° 43.0' E	Oc.(2)W.R.G. period 8s	23 7	W. 10 R. 9 G. 7	White lantern on concrete column.	R. 314°-353°, W.-358°, G.-039°, W.-122°.
			*			*	41/03
ROST:							
11820 <i>L 3008</i>	-Kvalneset.	67° 38.3' N 12° 41.7' E	Oc.(3)W.R.G. period 10s	43 13	W. 6 R. 4 G. 4	White hut on concrete base.	G. 230°-242°, R.-346°, W.-018°, G.-045°, W.-045°30', R.-065°30', W.-067°30', G.-072°, R.-097°.
					*	*	41/03
11824 <i>L 3006</i>	-Elsneset.	67° 38.7' N 12° 33.7' E	Fl.W.R.G. period 5s fl. 1s, ec. 4s	69 21	W. 9 R. 6 G. 6	White lantern on concrete column.	R. 337°-002°30', G.-012°, W.-017°, R.-033°30', W.-083°, G.-095°, W.-112°, R.-123°30', W.-136°, G.-147°, W.-151°, R.-185°30'.
						*	* 41/03
11832 <i>L 3012.4</i>	-Andbakskaer.	67° 31.0' N 12° 12.0' E	Fl.W.R.G. period 5s fl. 0.5s, ec. 4.5s	35 11	W. 6 R. 4 G. 4	Metal column.	G. 071°-133°, R.-175°, W.-071°.
						*	* 41/03
11924 <i>L 3036</i>	Jusholmen, islet, N. point.	68° 06.6' N 13° 14.3' E	Oc.(2)W.R.G. period 8s	95 29	W. 6 R. 4 G. 3	White lantern.	G. 015°-026°, R.-074°, G.-135°, W.-140°, R.-162°, W.-180°, G.-206°, W.-207°, R.-242°, W.-246°, G.-278°.
				*		*	38/03
11928 <i>L 3039</i>	Ramberg Harbor, Beacon "A".						<i>Remove from list.</i>
							* 38/03
11928.1 <i>L 3039.4</i>	-"B".						<i>Remove from list.</i>
							* 38/03
11928.2 <i>L 3039.5</i>	-"C".						<i>Remove from list.</i>
							* 38/03
11928.3 <i>L 3039.6</i>	-"D".						<i>Remove from list.</i>
							* 38/03
11932 <i>L 3038</i>	Ramberg, Torvoy, NE. side.	68° 05.0' N 13° 12.0' E	Oc.W.R.G. period 5s	13 4	W. 5 R. 3 G. 2	White lantern.	G. 167°-192°, R.-202°, W.-205°, G.-273°, W.-320°, R.-338°. Obscured by Leiholmene 193°30'-197°.
			*			*	* 38/03

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SECTION II

SUMMARY OF CORRECTIONS TO PUB 115, LIST OF LIGHTS, 2003 EDITION

(1) No.	(2) Name and Location	(3) Position	(4) Characteristic	(5) Height	(6) Range	(7) Structure	(8) Remarks
11944 <i>L 3044</i>	Krystad, Selfjord.	68° 04.0' N 13° 11.0' E	Oc.W.R.G. period 6s	29 9	W. 5 R. 3 G. 2	White lantern.	G. 176°-187°, W.-198°, R.- 006°30', W.-018°, G.-034°, R.-039°.
			*			*	* 38/03
11952 <i>L 3046</i>	Napp, Napholme, E. point.	68° 08.0' N 13° 28.0' E	Oc.W.R.G. period 6s	26 8	W. 10 R. 9 G. 9	White lantern.	G. 163°-172°, W.-179°, R.-246°, W.-262°, G.-008°, W.-012°, G.-020°.
						*	* 38/03
11956 <i>L 3064.4</i>	Deigen.						<i>Remove from list.</i>
							* 38/03
11964 <i>L 3050</i>	Hornneset.	68° 10.0' N 13° 20.0' E	Fl.(2)W.R.G. period 5s	130 40	W. 7 R. 5 G. 5	White lantern on concrete column.	G. 025°-032°, W.-036°, R.- 060°30', W.-063°30', G.-068°, W.-070°30', R.-109°, W.-137°, G.-230°, R.-259°30', G.-271°.
					*	*	38/03
11992 <i>L 3058</i>	Kleivheia.	68° 17.0' N 13° 35.0' E	Fl.W.R.G. period 5s	128 39	W. 10 R. 7 G. 6	White lantern on base.	G. 026°-036°, W.-040°, R.-061°, W.-185°, R.-228°, G.-239°.
			*			*	38/03
12004 <i>L 3062.1</i>	-Rear, 95 meters 218° from front.	68° 17.9' N 13° 43.1' E	F.R.	31 9	4	Lantern on wooden post.	
	*				*	*	35/03
12008 <i>L 3064</i>	Nesjeoyene.	68° 18.3' N 13° 45.4' E	Iso.W.R.G. period 6s	16 5	W. 5 R. 3 G. 2	Iron hut.	R. 151°30'-155°, W.-167°, G.- 208°, R.-320°, G.-344°30', W.-346°, R.-351°30', G.-012°, R.-060°.
				*			* 35/03
12012 <i>L 3071</i>	Borgvaerskjaer, SW.	68° 19.1' N 13° 46.6' E	Fl.R.G. period 3s	30 9	R. 3 G. 2	Lantern on pedestal.	R. 078°-141°, G.-164°.
					*	*	35/03
12024 <i>L 3070</i>	Borgvaer, Storborgen, N. point.	68° 20.0' N 13° 48.0' E	Oc.(2)W.R.G. period 8s	84 26	W. 5 R. 3 G. 3	White lantern.	R. 042°-108°, G.-170°, W.-180°, R.-240°, W.-243°, G.-313°.
			*			*	35/03
12032 <i>L 3076</i>	Sand Range, front.	68° 19.0' N 13° 53.0' E	F.R.	40 12	7	White lantern.	Visible 142°-152°. Intensified on range line.
					*	*	35/03
12044 <i>L 3081</i>	Kleivan Range, front.	68° 20.0' N 14° 00.0' E	F.R.	69 21	5	Post.	Visible 230°-300°.
							* 35/03
12048 <i>L 3081.1</i>	-Rear, 40 meters 264°30' from front.	68° 19.9' N 14° 00.0' E	F.R.	78 24	5	Post.	Visible 230°-300°.
							* 35/03

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12052 <i>L 3082</i>	Limtaga.	68° 19.0' N 14° 02.0' E	Oc.(3)W.R.G. period 10s	26 8	W. 8 R. 6 G. 6	White lantern on concrete column.	G. 135°-156°, R.-173°, W.-184°, G.-306°, R.-335°.
			*		*		* 35/03
12060 <i>L 3083</i>	-Vikspollen, Pollen, S. side.	68° 19.0' N 14° 05.0' E	Oc.(3)W.R.G. period 12s	22 7	W. 5 R. 3 G. 2	White lantern.	R. 114°-158°, W.-161°, G.-202°.
			*				35/03
VARDOYA:							
14608 <i>L 4204</i>	-Skagodden, N. point of Vardoya.	70° 24.2' N 31° 04.2' E	Fl.W.R.G. period 5s	98 30	W. 12 R. 9 G. 9	White lantern.	R. 106°-113°, W.-265°, G.-319°, W.-322°, R.-326°.
					*	*	* 38/03
14624 <i>L 4214</i>	-E. mole, head.	70° 22.7' N 31° 06.5' E	Iso.R. period 2s	26 8	2	Metal column.	
			*			*	38/03
14648 <i>L 4223.4</i>	-N. breakwater, head.	70° 22.2' N 31° 02.7' E	Fl.G. period 3s				
			*				38/03
14708 <i>L 4244</i>	-Store Vadsoy.	70° 04.0' N 29° 44.1' E	Oc.(3)W.R.G. period 10s	86 26	W. 12 R. 9 G. 9	White lantern.	R. 284°-302°, W.-095°, G.-102°.
					*	*	* 35/03
14712 <i>L 4245</i>	-Vadso havn mole, head.	70° 04.4' N 29° 43.1' E	Oc.W.R.G. period 6s	16 5	9	White lantern on piles.	G. 004°-012°, W.-084°, R.-104°30', W.-338°.
					*	*	38/03
14716 <i>L 4247.2</i>	--691 meters 248° from from Vadso Church.	70° 04.4' N 29° 43.8' E	Fl.R. period 3s fl. 0.3s, ec. 2.7s	3 1	2	Dolphin.	
				*			38/03
15128 <i>L 6303</i>	-Ostrov Shurinov, center.	69° 09.7' N 33° 29.7' E	Oc.R. period 3s	38 12	5	Yellow 8-sided tower, white stripe; 20.	Radar reflector.
							* 34/03
15572 <i>L 6602</i>	Kuzomen'.						<i>Remove from list.</i> *
							40/03
16192 <i>L 7076</i>	-Nizha River, Kaspiv Beacon.						<i>Remove from list.</i> *
							40/03
16232 <i>L 7113</i>	Kiyskiy, Bol'shaya, S. of river entrance.						<i>Remove from list.</i> *
							38/03

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16244 <i>L 7124</i>	Torna, N. of river entrance.						<i>Remove from list.</i>
							* 40/03
16572 <i>L 7564</i>	-Oleny SeveroZapadnyy.	70° 27.7' N 58° 39.6' E	Fl.W. period 5s fl. 1s, ec. 4s	82 25	15	White truncated pyramid, white triangular daymark, black cross; 53.	
	*		*			*	38/03
16862 <i>L 8017</i>	Sherapova.	71° 04.5' N 66° 43.0' E	Fl.W. period 6s fl. 1s, ec. 5s	30 9	10	Metal pipe, rectangular daymark; 26.	Range lights mark harbor entrance. Radar reflector.
	*		*				39/03
16880 <i>L 8044</i>	Mys Payndte.	72° 38.0' N 69° 00.0' E	Fl.W. period 5s	75 23	13	Black quadrangular truncated pyramid, square daymark, seaward sides slatted, white stripe; 35.	Radar reflector.
	*		*				38/03
16904.2	-Yuzhnyy-Pervyy RACON.						<i>Remove from list.</i>
							* 39/03
16904.4	-Peschanka RACON.						<i>Remove from list.</i>
							* 39/03
17320 <i>L 9339</i>	Ostrov Uyedineniya, W. head.						<i>Remove from list.</i>
							* 34/03
17508	-Mys Neftyanyoy Range, front.	74° 00.0' N 111° 33.0' E	Q.W.	157 48	8	Black triangular truncated pyramid, white stripe; 33.	Radar reflector.
							* 36/03

CORRECTIONS TO PUB 116, LIST OF LIGHTS, 2003 EDITION

(1) No.	(2) Name and Location	(3) Position	(4) Characteristic	(5) Height	(6) Range	(7) Structure	(8) Remarks
10896 <i>C 5979</i>	Gnaggen, on rock, 2.7 kilometers S. of Sodra Ulvon.	62° 57.0' N 18° 37.0' E	I.V.Q.W.R.G. period 6s	33 10	W. 6 R. 4 G. 3	White hut.	G. 092°-141°, W.-172°, R.-208°, G.-235°, W.-024°, R.-092°.
	*		*				* 42/03
18624 <i>C 4165</i>	Pateniemi Range, front, about 1,515 meters 122° from Kellonkraasel.						<i>Remove from list.</i>
							* 42/03
18628 <i>C 4165.1</i>	-Rear, about 325 meters 120°30' from front.						<i>Remove from list.</i>
							* 42/03

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CORRECTIONS TO PUB 116, LIST OF LIGHTS, 2003 EDITION

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18650 <i>C 4165.2</i>	Taskisenranta Range, front.	65° 05.8' N 25° 23.0' E	F.Y.	20 6	1	Mast, yellow rectangular daymark, red stripe.	Visible 053°-073°.
			*				* 42/03
18650.1 <i>C 4165.21</i>	-Rear, 061° from front.	65° 05.9' N 25° 23.1' E	F.Y.	36 11	1	Steel mast, yellow rectangular daymark, red stripe.	Visible 053°-073°.
			*	*			* 42/03
18660 <i>C 4126</i>	Virpiniemi Range, front.	65° 07.9' N 25° 13.7' E	Q.W.	23 7	7	Red rectangular daymark, yellow stripe.	Visible 147°-151°.
				*	*		* 42/03
18664 <i>C 4126.1</i>	-Rear, 740 meters 149°30' from front.	65° 07.6' N 25° 14.4' E	L.F.I.W. period 6s fl. 2s, ec. 4s	43 13	8	Red rectangular daymark, yellow stripe.	Visible 147°-151°.
				*	*		* 42/03
18668 <i>C 4128</i>	Isoniemi Range, front.	65° 08.9' N 25° 13.9' E	Q.W.	23 7	8	White rectangular daymark, red stripe.	Visible 016°-020°.
						*	* 42/03
18672 <i>C 4128.1</i>	-Rear, 550 meters 018° from front.	65° 09.2' N 25° 14.4' E	L.F.I.W. period 6s fl. 2s, ec. 4s	43 13	8	White rectangular daymark, red stripe.	Visible 016°-020°.
				*	*	*	* 42/03
18684 <i>C 4123</i>	Rivinnokka Range, front.	65° 11.8' N 25° 15.7' E	Q.W.	52 16	8	Red rectangular daymark, yellow stripe.	Visible 105°30'-109°30'.
						*	* 42/03
18684.1 <i>C 4123.1</i>	-Rear, 230 meters 107°30' from front.	65° 11.8' N 25° 16.2' E	Iso.W. period 6s	89 27	9	Red rectangular daymark, yellow stripe.	Visible 105°30'-109°30'.
			*				* 42/03
18705 <i>C 4118</i>	Kriisi.	65° 14.5' N 25° 11.5' E	Q.(2)W. period 6s fl. 0.3s, ec. 0.7s fl. 0.3s, ec. 4.7s	43 13	4	Black and yellow structure.	Visible 313°-175°. Fishing light.
			*			*	* 42/03

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**PUBLICATIONS AFFECTED BY NOTICE TO MARINERS
THROUGH NM 42/03**

Note: * indicates New Edition/New Publication; ** indicates Publication Canceled; N indicates Not For Sale

NIMA Reference No.	Ed.	Notice to Mariners No.	NIMA Reference No.	Ed.	Notice to Mariners No.	NIMA Reference No.	Ed.	Notice to Mariners No.		
NIMA HYDRO CATALOG			CATP2V01U							
Region 1	2002	1* 2,3,4,7,8,9,10,11,14,15,17,19,20,21,22,23,24,25,26,27,28,29,30,31,32,35,36,37,38,39,40,41,42/03	SDPUB126	2002	39* 41,42,43,44,45,48/02:24,26,27,28,30,32,41/03	SDPUB193	2000	27* 38,49/00:9,26,27,31,32/01:14,15,26,52/02:18,19,20,23,29/03		
Region 2	2002	1* 8,15,17,20,21,22,23,24,26,28,30,32,33,34/03	SDPUB132	2000	39* 45/00:16,17,31,35/01:1,12,21,25,26/02:2,10/03	SDPUB195	2002	33* 40,49,51,52/02:1,2,3,15,16,21,32,33,41/03		
Region 3	2002	1/03*	SDPUB140	2001	21* 48,49,51/01:8,17,23,32,42,43,44,46,47,48,50/02:4,6,7,8,9,11,12,15,19,21,22,23,24,25,26,31,32,34,37,42/03	SDPUB200	2002	38* 39,42/02:22,27,34,41/03		
Region 4	2002	1* 23/03	SDPUB141	2001	21* 38/01	USCG LIGHT LIST VOLUMES I - VII				
Region 5	2002	1* 3,5,8,22,27,30,33,38/03	SDPUB142	2000	49/00*:3,31,35/01:1,15,43/02	COMDTM165021	2003	17* 18,19,20,21,22,23,24,25,26,27,28,29,30,31,32,33,34,36,37,38,39,40,41,42/03		
Region 6	2002	1* 10,11,13,16,19,20,21,25,28,30,33,38/03	SDPUB143	2000	8* 10,19,29/00:16,26/01:1,25/02:9/03	COMDTM165022	2003	17* 18,19,20,21,22,23,24,25,26,27,28,29,30,31,32,33,34,35,36,37,38,39,40,41,42/03		
Region 7	2002	1* 11,15,28/03	SDPUB145	2000	13* 14,18,19,22,26,32,37,38,46,47,51,53/00:1,4,5,7,10,12,28,29,35,52/01:14,27/02	COMDTM165023	2003	17* 18,19,20,21,23,24,25,26,28,29,31,32,33,34,35,36,37,38,39,40,41,42/03		
Region 8	2002	1* 14,37,41/03	SDPUB147	2001	35/01*:21,22,23,24/02:39,40,41/03	COMDTM165024	2003	18* 19,20,21,22,23,24,25,26,27,28,29,30,31,32,33,34,35,36,37,38,39,40,41,42/03		
Region 9	2002	1* 34,40/03	SDPUB148	2001	48/01*:23,24/02:22,42/03	COMDTM165025	2002	16/02*		
Miscellaneous Charts and Publications	2002	1* 2,4,5,6,7,9,11,12,13,15,17,18,19,20,21,23,24,25,27,28,29,30,31,32,33,34,36,37,38,39,41,42/03	SDPUB153	2000	6/01*:28,30,41,44,46,47,48,52/02:1,3,4,8,13,15,22,25,32,35,37,38,39,40/03	COMDTM165026	2003	18* 19,20,21,22,23,24,25,26,27,28,29,30,31,32,33,34,35,36,37,38,39,40,41,42/03		
NIMA LIST OF LIGHTS			SDPUB154	2002	17* 19,31,42,44,45,46,48,50/02:3,14,19,23,30,41,42/03	COMDTM165027	2003	18* 20,21,22,23,24,26,27,28,29,31,32,33,34,35,36,37,38,39,40,41,39,40/03		
LLPUB110	2003	7* 8,9,11,13,14,15,16,17,18,20,21,23,24,25,26,27,28,29,31,32,33,34,36,37,38,39,41,42/03	SDPUB155	2001	31* 48/01:10,45,46/02	FLEET GUIDES				
LLPUB111	2003	33* 34,35,36,37,38,39,40,41/03	SDPUB159	2002	42* 48/02	FGPUB940ATL	2001	N47/01*		
LLPUB112	2003	4* 5,6,7,8,9,10,11,12,13,14,15,16,17,18,19,20,21,22,23,24,25,26,27,28,29,30,31,32,33,34,35,36,37,38,39,40,41,42/03	SDPUB160	2002	47* 48,49,52/02:6,8,10,11,19,21,22,23,30,33,36,39,41/03	FGPUB941PAC	2001	N22/01*		
LLPUB113	2002	45* 47,48,50,51,52/02:1,2,3,4,5,6,7,8,10,11,12,13,14,15,16,17,18,19,20,21,22,23,24,25,26,27,28,29,30,31,32,33,34,35,36,37,38,39,40,41,42/03	SDPUB161	2002	23* 24,44,47,48/02:5,12/03	NOS MISCELLANEOUS PUBLICATIONS				
LLPUB114	2003	17* 19,21,22,23,24,27,31,32,40/03	SDPUB162	2001	51/01*:5,12/03	NOSPBCATALOG1	2000	20/00*		
LLPUB115	2003	42/03*	SDPUB163	2002	18* 20,21,26,46,51/02:13,24,26,27,28,29,30,31,39,40,41/03	NOSPBCATALOG2	2000	34/00*		
LLPUB116	2003	24* 26,27,28,29,30,31,32,33,34,35,36,37,38,39,40,41,42/03	SDPUB164	2000	30/00*:31,35,36/01:8,28/03	NOSPBCATALOG3	2000	28/00*		
SAILING DIRECTIONS			SDPUB171	2001	40* 47,48,52/01:5,9,14,16,41/02:23,24,26,41/03	NOSPBCATALOG4	2000	34/00*		
CDPUBSD125	2003	19/03*	SDPUB172	2001	1* 2,3,5,6,7,8,9,14,15,16,17,18,19,20,22,24/02:1,11,12,13,14,15,19,20,22,23,25,26,27,28,29,31,32,33,34,35,37,38,39,40/03	ALMANACS				
CDPUBSD127	2003	39/03*	SDPUB173	2002	50* 51/02:3,22,24,25,26,27,32,33,34,37,38/03	AIRALMANAC401	2004	29/03*		
CDPUBSD131	2002	9/03*	SDPUB174	2000	7* 19,37,45,51,52/01:1,5,14,19,22,28,33,37,38,48/02:30,39,40,41/03	NAUTALMANAC04	2004	29/03*		
CDPUBSD146	2002	4/03*	SDPUB175	2001	41* 43,45,51/01:8,11,12,13,14,16,17,21,27,37,41,49/02:26,27,29,32,37,38/03	COAST PILOT				
CDPUBSD157	2003	17/03*	SDPUB180	2002	32* 33,42,47,48,50/02:6,13,14,17,21,24,42/03	NOSPBCP1	33	27* 28,29,32,33,34,39,42/03		
CDPUBSD158	2003	24/03*	SDPUB181	2002	38* 39/02	NOSPBCP2	32	17* 18,21,22,26,28,30,32,33,35,36,39,42/03		
CDPUBSD192	2003	32* 36,38,39,40,41,42/03	SDPUB182	2001	8* 10,12,41/02:17/03	NOSPBCP3	36	34* 36,42/03		
CDPUBSD194	2002	6* 8,15,17,30,33,35,37,38,39,40/03	SDPUB183	2001	27/01*:13,15,16/02:18/03	NOSPBCP4	35	34* 36,39,42/03		
SDPUB120	2001	12* 18,48,49,51/01:8,13,14,21,22,24,29,33,35,37,42,43,44,45,47/02:4,6,7,8,9,10,11,12,14,17,20,21,23,29,30,31,41,42/03	SDPUB184	2001	27/01*:13,15,16/02:18/03	NOSPBCP5	30	2* 6,10,12,14,18,20,27,30,32,35,36,37,39,42/03		
SDPUB123	2001	45* 47,48/01:1,14,17,18,19/02:24,25,27,28,32,38,42/03	SDPUB191	2000	5* 7,8,9,10,11,12,13,14,15,16,17,18,19,20,22,23,27,28,29,30,31,33,34,36,44,45,47,48/01:10,14,15,16,17,42,50/02:2,9,12,15,18,22/03	NOSPBCP6	33	23* 27,29,32,34,39,42/03		
SDPUB124	2001	18* 44,45,47,48,49,52/01:17,19,20,21,29,30,31,34,46,50/02:24,25,27,28,29,30,32,35,36,37,39/03						NOSPBCP7	35	37* 38,39,42/03
						NOSPBCP8	25	32* 33,34,39,42/03		
						NOSPBCP9	21	30* 32,33,36,39,42/03		
						RADIO NAVIGATIONAL AIDS				
						RAPUB117	2002	50/02*:13/03		
						AMERICAN PRACTICAL NAVIGATOR				
						NVPUB9	2002	36/02*:14,38/03		
						INTERNATIONAL CODE OF SIGNALS				
						CDPUBNV102	2003	20/03*		

**PUBLICATIONS AFFECTED BY NOTICE TO MARINERS
THROUGH NM 42/03**

Note: * indicates New Edition/New Publication; ** indicates Publication Canceled; N indicates Not For Sale

NIMA Reference No.	Ed.	Notice to Mariners No.
WORLD PORT INDEX		
NVPUB150	2000	50/00*;14,15,16,20,21,41,42,43,44,45,46,47,48,49,51,52/01:1,2,5,6,10,11,12,16,19,21,22,27,31,32,33,36,39,40,42,46,49/02:2,7,10,15,20/03
DISTANCES BETWEEN PORTS		
NVPUB151	2001	4/02*
RADAR NAVIGATION AND MANEUVERING BOARD MANUAL		
CDPUBNV1310	2001	51/01*
SIGHT REDUCTION TABLES (MARINE)		
SRPUB229V1	1970	11/71*
SRPUB229V2	1970	11/71*
SRPUB229V3	1970	7/71*
SRPUB229V4	1970	3/71*
SRPUB229V5	1970	3/71*
SRPUB229V6	1970	23/70*
SIGHT REDUCTION TABLES (AIR)		
SRPUB249V1	2000	4/01*
SRPUB249V2	1952	46/52*
SRPUB249V3	1952	46/52*
CHART NO. 1		
WOBZC1	1997	18/98*
CHART NO. 4		
WOBZC4	1988	N23/91*
ATLAS OF PILOT CHARTS		
NVPUB106	2002	42/03*
NVPUB107	1998	30/99*
NVPUB109	2001	49/02*
USCG NAVIGATION RULES		
COMDTM166722D	1999	44/99*;52/00
NOS TIDE TABLES		
NOSPBTTCPACIN3	2003	N4/03*
NOSPBTTTECSTNSA3	2003	N4/03*
NOSPBTTTEURAFR3	2003	N4/03*
NOSPBTTWCSTNSA3	2003	N4/03*
TIDAL CURRENT TABLES		
NOSPBTCATCSTN3	2003	N4/03*
NOSPBTCIPACAS3	2003	N4/03*

BROADCAST WARNINGS

Details concerning the particulars of the broadcasting of radio navigational warnings may be found in Radio Navigational Aids, Pub. 117.

NAVAREA IV

Messages in force 021100Z October 2003:

2003 series	383(14)	397(11)	399(11,26)	404(24)
108(26,27)	387(GEN)	398(GEN)	402(GEN)	

The summary of all NAVAREA IV messages in force as of 12 December 2002 is given in Section III of NM 52/02. Warnings issued during the subsequent quarters are issued in NM 13/03, 26/03 and 39/03.

NAVAREA IV WARNINGS issued from 251300Z September to 021100Z October 2003.

396/03. CANCELED.

397/03(11). GULF OF MEXICO. FLORIDA.

1. DERELICT 45 FOOT M/V, WHITE HULL WITH BLUE TRIM, ADRIFT IN 28-47.1N 083-52.2W.
2. CANCEL THIS MSG 03 OCT.

(260910Z SEP 2003)

398/03(GEN). GPS SATELLITE SYSTEM.
PRN 05 UNUSABLE.

(261512Z SEP 2003)

399/03(11,26). NORTH ATLANTIC. HAZARDOUS OPERATIONS.

1. HAZARDOUS OPERATIONS:
 - A. 0400Z TO 0359Z COMMENCING DAILY
29 SEP THRU 05 OCT IN AREA BOUND BY
30-45N 080-54W, 30-45N 080-11W,
30-36N 080-11W, 30-33N 080-55W.
 - B. 0400Z TO 0359Z COMMENCING DAILY
29 SEP THRU 05 OCT IN AREA BETWEEN
29-10N 29-20N AND 079-40W 079-50W.
 - C. 1300Z TO 0600Z COMMENCING DAILY
29 SEP THRU 03 OCT IN AREA BETWEEN
30-00N 29-50N AND 081-00W 080-50W.
 - D. 1300Z TO 1500Z, 1620Z TO 1800Z AND
2000Z TO 2140Z DAILY 29 AND 30 SEP
IN AREA BOUND BY
32-42N 079-45W, 32-20N 078-36W,
31-20N 079-00W, 31-20N 079-50W,
31-26N 080-48W, 32-20N 080-18W,
32-29N 080-10W, 32-32N 079-59W.
2. CANCEL THIS MSG 060459Z OCT.

(271240Z SEP 2003)

400/03 and 401/03. CANCELED.

402/03(GEN).

1. NAVAREA IV MESSAGES IN FORCE 301100Z SEP 2003. ONLY THOSE MESSAGES ISSUED DURING THE LAST SIX WEEKS ARE LISTED HEREIN.
2003 SERIES: 383(14), 387(GEN), 397(11), 398(GEN), 399(11,26), 401(GEN).
2. THE SUMMARY OF ALL NAVAREA IV MESSAGES IN FORCE AS OF 12 DEC 2002 IS GIVEN IN SEC III OF NM 52/02. WARNINGS ISSUED DURING THE SUBSEQUENT QUARTERS ARE SUMMARIZED IN NM 13/03 AND 26/03.
3. CANCEL NAVAREA IV 392/03.

(301010Z SEP 2003)

403/03. CANCELED.

404/03(24). NORTH ATLANTIC.

1. UNDERWATER OPERATIONS 03 THRU 15 OCT BY
M/V HERMANO GINES IN AREA BOUND BY
04-45N 050-56W, 06-48N 050-56W,
06-48N 053-37W, 05-39N 053-37W.
WIDE BERTH REQUESTED.
2. CANCEL THIS MSG 16 OCT.

(011600Z OCT 2003)

405/03. CANCELED.

SECTION III

NM 42/03

HYDROLANTS

Messages in force 021100Z October 2003:

2000 series	2869(52)	1291(37)	1625(53)	1823(37)	1854(GEN)
2937(38)	2882(54)	1374(52,53)	1646(24)	1825(GEN)	1855(23,29,57)
3762(43)	2883(54)	1422(53)	1647(51,52)	1826(55)	1856(53)
4265(44)	2003 series	1472(35)	1672(56)	1827(53)	1858(55)
2001 series	41(37)	1522(51,52)	1676(57)	1830(37)	1859(37)
611(44)	67(37)	1552(23,24)	1707(52)	1833(37)	1860(24)
2700(37)	544(55)	1553(37)	1718(24)	1834(22)	1861(54)
3161(44)	604(26,27)	1591(37)	1723(36,37)	1835(GEN)	1862(54)
2002 series	738(35)	1600(37)	1731(35)	1843(55)	1863(37)
245(GEN)	754(37)	1601(57,61)	1750(37)	1844(53)	1865(24)
246(GEN)	867(37)	1606(24)	1780(51,52)	1845(55)	1866(53)
2203(51)	1117(37)	1607(24)	1781(53)	1846(53)	1868(24)
2682(51)	1242(24)	1619(57)	1791(52,53)	1847(53)	1869(23)
2848(37)	1255(44)	1620(53,56)	1801(35)	1853(24)	1870(56)

The summary of all HYDROLANTS in force as of 12 December 2002 is given in Section III of NM 52/02. Warnings issued during the subsequent quarters are issued in NM 13/03, 26/03 and 39/03.

HYDROLANT WARNINGS issued from 251300Z September to 021100Z October 2003.

1829/03. CANCELED.

1830/03(37). BAY OF BISCAY.
DISTRESS SIGNALS RECEIVED ON 121.5 AND 243 MHZ
IN 46-32.5N 006-15.2W AND 46-47.5N 005-48.8W.
VESSELS IN VICINITY REQUESTED TO KEEP
A SHARP LOOKOUT. ASSIST IF POSSIBLE.
REPORTS TO MRCC ETEL, TELEX: 4295 0519,
PHONE: 332 9755 3535, FAX: 332 9755 4934.

(251542Z SEP 2003)

1831/03 and 1832/03. CANCELED.

1833/03(37). DOVER STRAIT.
CHART 37140 (33RD ED).
MDW BUOY 51-19N 001-59E UNLIT.

(260128Z SEP 2003)

1834/03(22). ARGENTINA. TIERRA DEL FUEGO.
CHART 22036 (28TH ED).
1. CABO SAN DIEGO LIGHT 54-39S 065-07W UNLIT.
2. CANCEL HYDROLANT 390/03 AND 1831/03(11).

(260810Z SEP 2003)

1835/03(GEN). GPS SATELLITE SYSTEM
1. PRN 05 UNUSABLE.
2. CANCEL HYDROLANT 1799/03(53), AID RESTORED.

(261514Z SEP 2003)

1836/03 thru 1842/03. CANCELED.

1843/03(55). BLACK SEA. MISSILES.
1. HAZARDOUS OPERATIONS 0500Z TO 1500Z DAILY
03 THRU 06 OCT IN AREA BOUND BY
45-07.2N 036-47.1E, 45-02.0N 036-57.5E,
44-35.1N 037-02.6E, 44-33.5N 036-51.4E,
44-33.7N 036-39.8E, 45-00.5N 036-37.6E,
45-07.1N 036-46.3E.
2. CANCEL HYDROLANT 1842/03(56).
3. CANCEL THIS MSG 061600Z OCT.

(291020Z SEP 2003)

1844/03(53). TYRRHENIAN SEA. GUNNERY.
1. GUNNERY EXERCISES 0700Z TO 1100Z DAILY
30 SEP THRU 02 OCT, ALTERNATE
07 AND 08 OCT WITHIN TWO MILES
OF 38-32-30N 015-50-00E.
2. CANCEL THIS MSG 081200Z OCT.

(291110Z SEP 2003)

1845/03(55). DARDANELLES.

1. PIPELAYING OPERATIONS IN PROGRESS UNTIL:
 - A. 30 OCT ALONG TRACKLINE BETWEEN 40-59.8N 029-00.2E AND 41-00.0N 028-59.6E.
 - B. 07 APR ALONG TRACKLINE BETWEEN 41-04.8N 029-03.9E AND 41-04.6N 029-03.8E.
2. CANCEL HYDROLANT 1342/03 AND 1637/03.
3. CANCEL THIS MSG 08 APR 04.

(291120Z SEP 2003)

1846/03(53). SICILIA-NORTHWEST COAST.

- CHART 53242 (12TH ED).
CAPO GALLO LIGHT 38-13.3N 013-19.1E UNLIT.

(291140Z SEP 2003)

1847/03(53). STRAIT OF SICILY. ISOLA DI LAMPEDUSA.

- CHART 53242 (12TH ED).
CAPO GRECALE LIGHT 35-31.0N 012-37.9E UNLIT.

(291150Z SEP 2003)

1848/03 thru 1852/03. CANCELED.

1853/03(24). BRAZIL-SOUTHEAST COAST.

1. OCEANOGRAPHIC OPERATIONS 05 THRU 15 OCT BY M/V ANTARES IN AREA BOUND BY 23-10S 042-00W, 24-45S 029-10W, 24-00S 029-10W, 20-40S 040-00W. THREE MILE BERTH REQUESTED.
2. CANCEL THIS MSG 16 OCT.

(300610Z SEP 2003)

1854/03(GEN).

1. HYDROLANT MESSAGES IN FORCE 301100Z SEP 2003. ONLY THOSE MESSAGES ISSUED DURING THE LAST SIX WEEKS ARE LISTED HEREIN. 2003 SERIES: 1591(37), 1600(37), 1601(57.61), 1606(24), 1607(24), 1619(57), 1620(53,56), 1625(53), 1646(24), 1647(51,52), 1655(53), 1672(56), 1676(57), 1700(51), 1707(52), 1718(24), 1723(36,37), 1731(35), 1750(37), 1780(51,52), 1781(53), 1791(52,53), 1798(53), 1801(35), 1823(37), 1825(GEN), 1826(55), 1827(53), 1830(37), 1832(57), 1833(37), 1834(22), 1835(GEN), 1836(24), 1839(24), 1843(55), 1844(53), 1845(55), 1846(53), 1847(53), 1849(GEN), 1852(24), 1853(24).
2. THE SUMMARY OF ALL HYDROLANT MESSAGES IN FORCE AS OF 12 DEC 2002 IS GIVEN IN SEC III OF NM 52/02. WARNINGS ISSUED DURING THE SUBSEQUENT QUARTERS ARE SUMMARIZED IN NM 13/03 AND 26/03.
3. CANCEL HYDROLANT 383/02, 1585/03, 1817/03, 1837/03, 1848/03.

(301015Z SEP 2003)

1855/03(23,29,57). SOUTH ATLANTIC. ICE.

1. ICEBERGS REPORTED ON 29 SEP:
 - A. A-38A, 22 MILES BY 48 MILES IN 58-18S 043-12W.
 - B. A-38B, 22 MILES BY 25 MILES IN 57-18S 044-30W.
 - C. A-38C, SEVEN MILES BY 11 MILES IN 55-06S 039-42W.
 - D. A-38D, TWO MILES BY 12 MILES IN 58-00S 039-42W.
 - E. A-43B, 13 MILES BY 40 MILES IN 54-24S 039-06W.
 - F. A-43C, 24 MILES BY 41 MILES IN 55-42S 031-00W.
 - G. A-43G, EIGHT MILES BY 49 MILES IN 46-36S 013-48W.
 - H. A-43I, TWO MILES BY 12 MILES IN 59-12S 035-48W.
 - I. A-46, NINE MILES BY 14 MILES IN 53-48S 043-54W.
 - J. A-47, NINE MILES BY 14 MILES IN 52-18S 047-36W.
 - K. A-48, NINE MILES BY TEN MILES IN 57-24S 043-24W.
 - L. A-49, ONE MILE BY TEN MILES IN 63-06S 052-00W.
 - M. A-50, ONE MILE BY TEN MILES IN 59-00S 050-30W.
 - N. B-09A, 15 MILES BY 22 MILES IN 49-48S 012-12W.
2. CANCEL THIS MSG 07 OCT.

(301105Z SEP 2003)

1856/03(53). SICILIA-SOUTHEAST COAST. GUNNERY.

1. GUNNERY EXERCISES 0500Z TO 2200Z DAILY 01, 03 THRU 08, 10, 11, 13 THRU 18, 20 THRU 25 AND 27 THRU 31 OCT WITHIN 1.5 MILES OF 36-39-19N 015-00-53E.
2. CANCEL THIS MSG 312300Z OCT.

(301140Z SEP 2003)

1857/03. CANCELED.

SECTION III

NM 42/03

- 1858/03(55). BLACK SEA. MISSILES.
 1. HAZARDOUS OPERATIONS 0200Z TO 1600Z DAILY
 05 THRU 08 OCT IN AREA BOUND BY
 45-06.2N 036-54.3E, 45-02.0N 037-07.1E,
 44-24.4N 037-12.8E, 44-16.4N 037-13.1E,
 44-15.0N 036-52.4E, 44-16.4N 036-32.0E,
 44-24.4N 036-32.6E, 45-02.2N 036-37.8E,
 45-06.2N 036-50.6E.
 2. CANCEL THIS MSG 081700Z OCT. (301600Z SEP 2003)
- 1859/03(37). FRANCE-NORTHWEST COAST.
 CHART 37320 (16TH ED).
 RACON AT CHAUSSEE DE SEIN BUOY 48-03.8N 005-07.7W INOPERATIVE. (301805Z SEP 2003)
- 1860/03(24). BRAZIL-SOUTH COAST.
 1. SEISMIC SURVEY IN PROGRESS UNTIL 090259Z OCT BY
 M/V VERITAS VIKING I TOWING SIX 6000 METER
 LONG CABLES IN AREA BOUND BY
 25-01.9S 042-33.3W, 25-01.6S 042-00.6W,
 25-50.3S 041-59.9W, 25-50.6S 042-32.8W.
 SIX MILE BERTH REQUESTED.
 2. CANCEL HYDROLANT 1832/03(57) AND 1852/03.
 3. CANCEL THIS MSG 090359Z OCT. (010710Z OCT 2003)
- 1861/03(54). ADRIATIC SEA. GUNNERY.
 1. GUNNERY EXERCISES 0400Z TO 0700Z DAILY
 03 AND 04 OCT IN AREA BOUND BY
 43-34.5N 015-55.2E, 43-34.4N 015-51.1E,
 43-30.5N 015-52.2E, 43-30.4N 015-57.4E.
 2. CANCEL THIS MSG 040800Z OCT. (010940Z OCT 2003)
- 1862/03(54). EASTERN MEDITERRANEAN SEA.
 UNDERWATER OPERATIONS IN PROGRESS UNTIL FURTHER NOTICE
 BY M/V ATALANTE IN AREA BETWEEN
 35-30N 35-10N AND 021-20E 021-55E. (010950Z OCT 2003)
- 1863/03(37). FRANCE-NORTHWEST COAST.
 CHART 37050 (9TH ED).
 RACON AT NORTHEAST BUOY 48-59.5N 005-24.0W UNRELIABLE. (011010Z OCT 2003)
- 1864/03. CANCELED.
- 1865/03(24). BRAZIL-SOUTH COAST.
 CHART 24110 (3RD ED).
 1. RADIOBEACON AT TRAMANDAI LIGHT 30-00.5S 050-08.1W
 INOPERATIVE UNTIL 16 OCT.
 2. CANCEL THIS MSG 17 OCT. (011445Z OCT 2003)
- 1866/03(53). STRAIT OF SICILY.
 ONE RED FLARE SIGHTED IN 36-51.8N 013-28.4E.
 VESSELS IN VICINITY REQUESTED TO
 KEEP A SHARP LOOKOUT, ASSIST IF
 POSSIBLE. REPORTS TO MRCC ROME,
 PHONE: 390 6592 4145, FAX: 390 6590 84793. (020100Z OCT 2003)
- 1867/03. CANCELED.
- 1868/03(24). BRAZIL-SOUTHEAST COAST.
 1. SEISMIC SURVEY IN PROGRESS UNTIL 080259Z OCT
 BY M/V CGG HARMATTAN TOWING SIX 6000 METER
 LONG CABLES IN AREA BOUND BY
 23-12S 039-56W, 23-12S 039-10W,
 23-46S 039-12W, 23-46S 039-59W.
 FOUR MILE BERTH REQUESTED.
 2. CANCEL THIS MSG 080359Z OCT. (020540Z OCT 2003)
- 1869/03(23). ARGENTINA.
 CHART 23125 (4TH ED).
 EL RINCON BUOY 39-24S 061-29W UNLIT. (020610Z OCT 2003)

1870/03(56). EASTERN MEDITERRANEAN SEA. GUNNERY.

1. GUNNERY EXERCISES 071300Z TO 071630Z AND
080800Z TO 081630Z OCT IN AREA BOUND BY
31-52.0N 034-15.0E, 32-02.0N 033-58.0E,
32-07.0N 033-20.0E, 31-55.0N 033-20.0E,
31-38.0N 033-10.0E, 31-20.7N 033-43.0E,
31-21.4N 033-46.3E.
2. CANCEL HYDROLANT 1864/03(52), STATION RESTORED.
3. CANCEL THIS MSG 081730Z OCT.

(020920Z OCT 2003)

SECTION III
NAVAREA XII

NM 42/03

Messages in force 021100Z October 2003:

2003 series	271(19)	274(GEN)	279(18)
262(GEN)	272(GEN)	277(GEN)	

The summary of all NAVAREA XII messages in force as of 12 December 2002 is given in Section III of NM 52/02. Warnings issued during the subsequent quarters are issued in NM 13/03, 26/03 and 39/03.

NAVAREA XII WARNINGS issued from 251300Z September to 021100Z October 2003.

268/03 thru 270/03. CANCELED.

271/03(19). NORTH PACIFIC. HAWAII. MISSILES.

1. INTERMITTENT MISSILE FIRING OPERATIONS 0001Z TO 2400Z DAILY MONDAY THRU SUNDAY IN THE PACIFIC MISSILE RANGE FACILITY, HAWAIIAN AREA, BARKING SANDS, KAUAI. THE MAJORITY OF MISSILE FIRINGS TAKE PLACE 1600Z TO 0400Z DAILY MONDAY THRU FRIDAY. THE PACIFIC MISSILE RANGE FACILITY HAWAIIAN AREA (W188) IS BOUND BY:
 - A. 22-00.0N 159-51.0W.
 - B. 22-00.0N 160-00.0W THENCE CCW THREE MILES FROM NIIHAU/LEHUA.
 - C. 22-02.7N 160-09.1W.
 - D. 22-03.0N 160-21.0W.
 - E. 22-05.0N 161-35.0W THENCE CW 100 MILES FROM BARKING SANDS TACAN.
 - F. 22-02.4N 159-47.3W.
 - G. 22-45.0N 161-25.0W.
 - H. 22-56.0N 161-49.0W THENCE CW 125 MILES FROM BARKING SANDS TACAN.
 - I. 22-02.4N 159-47.3W.
 - J. 23-57.0N 160-41.0W.
 - K. 25-41.0N 161-36.0W THENCE CW 240 MILES FROM BARKING SANDS TACAN.
 - L. 22-02.4N 159-47.3W.
 - M. 25-47.0N 158-15.0W.
 - N. 23-54.0N 158-15.0W.
 - O. 22-20.0N 159-09.0W THENCE CCW 25 MILES FROM LIHUE VORTAC.
 - P. 21-58.1N 159-20.5W.
 - Q. 22-13.0N 159-42.0W THENCE CCW THREE MILES AND PARALLEL TO THE SHORELINE OF KAUAI.
 - R. 22-00.0N 159-51.0W.
2. VESSELS MAY BE REQUESTED TO ALTER COURSE WITHIN THE ABOVE AREA DUE TO FIRING OPERATIONS AND ARE REQUESTED TO CONTACT "MISSILE RANGE BARKING SANDS" ON 2182 KHZ, 4491 USB OR 156.8 MHZ (CHANNEL 16) BEFORE ENTERING THE ABOVE BOUNDARIES. IF UNABLE TO CONTACT THE PACIFIC MISSILE RANGE FACILITY PRIOR TO ENTERING OR WHILE IN THE WARNING AREA, RELAY MESSAGES THROUGH U.S. COAST GUARD HONOLULU.
3. VESSELS INBOUND AND OUTBOUND FOR HAWAIIAN PORTS WILL CREATE THE LEAST INTERFERENCE TO FIRING OPERATIONS AS WELL AS ENHANCE THE VESSEL'S SAFETY BY PASSING SOUTH OF THE ISLANDS OF KAUAI AND NIIHAU DURING SPECIFIED TIMES.
4. CANCEL NAVAREA XII 221/03.

(261010Z SEP 2003)

272/03(GEN). GPS SATELLITE SYSTEM
PRN 05 UNUSABLE.

(261516Z SEP 2003)

273/03. CANCELED.

274/03(GEN). NORTH PACIFIC. ALASKA.

1. LORAN-C STATION ATTU, RATES 5980-X AND 9990-X, UNUSABLE 021700Z TO 021900Z OCT, ALTERNATE 031700Z TO 031900Z OCT.
2. CANCEL NAVAREA XII 273/03(16,17), STATION RESTORED.
3. CANCEL THIS MSG 032000Z OCT.

(271210Z SEP 2003)

275/03 and 276/03. CANCELED.

277/03(GEN).

1. NAVAREA XII MESSAGES IN FORCE 301100Z SEP 2003. ONLY THOSE MESSAGES ISSUED DURING THE LAST SIX WEEKS ARE LISTED HEREIN. 2003 SERIES: 262(GEN), 266(18), 267(17,18), 270(22,83), 271(19), 272(GEN), 274(GEN), 276(GEN).
2. THE SUMMARY OF ALL NAVAREA XII MESSAGES IN FORCE AS OF 12 DEC 2002 IS GIVEN IN SEC III OF NM 52/02. WARNINGS ISSUED DURING THE SUBSEQUENT QUARTERS ARE SUMMARIZED IN NM 13/03 AND 26/03.
3. CANCEL NAVAREA XII 265/03.

(301020Z SEP 2003)

278/03. CANCELED.

279/03(18). EASTERN NORTH PACIFIC. MISSILES.

1. INTERMITTENT MISSILE FIRING OPERATIONS 0001Z TO 2359Z
 DAILY MONDAY THRU SUNDAY IN THE NAVAL AIR WARFARE CENTER
 SEA RANGE. THE MAJORITY OF MISSILE FIRINGS TAKE PLACE
 1400Z TO 2359Z AND 0001Z TO 0200Z DAILY MONDAY THRU FRIDAY.
 THE SEA RANGE IS BOUND AS FOLLOWS:

- | | |
|--------------------|---|
| A. 34-02N 119-04W. | M. THENCE THREE NAUTICAL MILES
FROM AND PARALLEL |
| B. 33-52N 119-06W. | TO THE SHORELINE. |
| C. 33-29N 119-07W. | N. 34-24N 120-30W. |
| D. 33-29N 118-37W. | O. 34-08N 120-26W. |
| E. 33-20N 118-37W. | P. 34-08N 119-40W. |
| F. 32-11N 120-16W. | Q. 34-00N 119-40W. |
| G. 31-54N 121-35W. | R. 34-06N 119-13W. |
| H. 35-09N 123-39W. | S. 34-06N 119-11W. |
| I. 35-29N 123-00W. | T. 34-07N 119-10W. |
| J. 35-04N 122-43W. | U. 34-07N 119-07W. |
| K. 35-57N 121-32W. | V. 34-04N 119-04W. |
| L. 34-59N 120-42W. | |

2. VESSELS MAY BE REQUESTED TO ALTER COURSE WITHIN THE ABOVE
 AREA DUE TO FIRING OPERATIONS AND ARE REQUESTED TO CONTACT
 PLEAD CONTROL ON 5081.5 KHZ (5080 KHZ) OR 3238.5 KHZ (3237 KHZ)
 SECONDARY OR 156.8 MHZ (CH 16) OR 127.55 MHZ BEFORE ENTERING
 THE ABOVE BOUNDARIES AND MAINTAIN CONTINUOUS GUARD WHILE
 WITHIN THE RANGE.

3. VESSELS INBOUND AND OUTBOUND FOR SOUTHERN CALIFORNIA PORTS
 WILL CREATE THE LEAST INTERFERENCE TO FIRING OPERATIONS
 DURING THE SPECIFIC PERIODS, AS WELL AS ENHANCE THE VESSEL'S
 SAFETY WHEN PASSING THROUGH THE VICINITY OF THE SEA RANGE.
 IF THEY WILL TRANSIT VIA THE SANTA BARBARA CHANNEL AND WITHIN
 NINE MILES OFFSHORE VICINITY OF POINT MUGU OR CROSS THE AREA
 SOUTHWEST OF SAN NICOLAS ISLAND BETWEEN SUNSET AND SUNRISE.

4. CANCEL NAVAREA XII 266/03.

(021020Z OCT 2003)

SECTION III

NM 42/03

HYDROPACS

Messages in force 021100Z October 2003:

2001 series	515(73)	1222(62)	1505(61)	1624(19,81)	1666(71)
1976(62)	525(73,74)	1248(63)	1510(81)	1632(19,97)	1669(63)
2002 series	638(62)	1266(73)	1514(62)	1635(81)	1670(63)
205(GEN)	667(62)	1267(73)	1515(83)	1644(96)	1671(63)
206(GEN)	760(63)	1330(62)	1517(62)	1645(94)	1672(GEN)
352(73)	761(63)	1371(71,93)	1518(62)	1646(63)	1677(94)
403(72,73)	801(72)	1394(93)	1523(74)	1648(83)	1683(75)
637(75)	880(63)	1395(62)	1540(81)	1649(94,97)	1686(63)
2191(22)	895(62)	1398(74)	1542(19,81)	1650(93)	1687(81)
2199(63)	960(63)	1433(93)	1546(91,93,94)	1652(63)	1688(62)
2330(62)	992(62)	1437(57,61)	1552(94)	1653(63)	1691(83)
2339(63)	993(62)	1456(21,22,83)	1553(61)	1655(29)	1692(63)
2003 series	998(71)	1461(81)	1556(91,94)	1657(19,97)	1693(GEN)
167(95)	1010(63)	1467(61)	1558(81,97)	1658(61)	1694(23,29)
197(71)	1031(62)	1476(93)	1559(71)	1660(95)	1696(62)
207(62)	1041(71)	1485(22)	1562(63)	1661(94,95)	1697(61)
445(96)	1110(61)	1486(71,72,92)	1583(62)	1662(95)	1698(22)
495(62)	1198(92)	1495(81)	1584(62)	1663(94,95)	1699(63)
496(62)	1213(73)	1498(19,97)	1592(63)	1664(94,95)	1700(62)
506(62)	1220(62)	1499(81,91,97)	1600(94,97)	1665(94,95)	

The summary of all HYDROPACS in force as of 12 December 2002 is given in Section III of NM 52/02. Warnings issued during the subsequent quarters are issued in NM 13/03, 26/03 and 39/03.

HYDROPAC WARNINGS issued from 251300Z September to 021100Z October 2003.

1654/03. CANCELED.

1655/03(29). SOUTH SHETLAND ISLANDS. DECEPTION ISLAND.

CHART 29101 (6TH ED).

1. GRUMETE LIGHT 62-59S 060-40W UNLIT.
2. CANCEL HYDROPAC 1654/03(18).

(260820Z SEP 2003)

1656/03. CANCELED.

1657/03(19,97). NORTH PACIFIC.

DISTRESS SIGNAL RECEIVED ON 243 MHZ IN 39-59.0N 175-24.1E
AT 260837Z SEP. VESSELS IN VICINITY REQUESTED
TO KEEP A SHARP LOOKOUT, ASSIST IF POSSIBLE.
REPORTS TO RCC HONOLULU, TELEX: 392401,
PHONE: 808 541 2500, FAX: 808 541 2123.

(260950Z SEP 2003)

1658/03(61). INDIAN OCEAN. ORDNANCE.

1. UNDERWATER ORDNANCE DETONATIONS 010001Z
TO 312359Z OCT IN AREA BETWEEN
09-00S 13-00S AND 070-00E 073-00E.
2. CANCEL THIS MSG 010059Z NOV.

(261015Z SEP 2003)

1659/03. CANCELED.

1660/03(95). SEA OF JAPAN. ORDNANCE.

1. BOMBING EXERCISES 0001Z TO 1300Z DAILY 01,
02, 06 THRU 10, 13 THRU 17, 20 THRU 24
AND 27 THRU 31 OCT IN AREA BOUND BY
38-25N 128-45E, 38-25N 129-30E,
38-10N 129-30E, 38-10N 129-00E,
38-17N 129-00E, 38-17N 128-45E.
2. CANCEL THIS MSG 311400Z OCT.

(261025Z SEP 2003)

1661/03(94,95). YELLOW SEA. ORDNANCE.

1. BOMBING EXERCISES 0001Z TO 1300Z DAILY 01,
02, 06 THRU 10, 13 THRU 17, 20 THRU 24
AND 27 THRU 31 OCT IN AREA BETWEEN
35-35N 36-00N AND 125-00E 125-30E.
2. CANCEL THIS MSG 311400Z OCT.

(261035Z SEP 2003)

1662/03(95). SEA OF JAPAN. ORDNANCE.

1. BOMBING EXERCISES 0001Z TO 1000Z DAILY 01,
02, 06 THRU 11, 13 THRU 18, 20 THRU 25
AND 27 THRU 31 OCT IN AREA BOUND BY
38-08N 129-51E, 38-08N 130-10E,
37-39N 130-10E, 37-42N 129-51E.
2. CANCEL THIS MSG 311100Z OCT.

(261040Z SEP 2003)

1663/03(94,95). YELLOW SEA. ORDNANCE.

1. BOMBING EXERCISES 0001Z TO 1300Z DAILY 01,
02, 04, 06 THRU 11, 13 THRU 18, 20 THRU 25
AND 27 THRU 31 OCT IN AREA BOUND BY
36-35.0N 125-36.0E, 36-35.0N 124-50.0E,
37-06.0N 124-50.0E, 37-10.2N 125-36.0E.
2. CANCEL THIS MSG 311400Z OCT.

(261050Z SEP 2003)

1664/03(94,95). YELLOW SEA. ORDNANCE.

1. BOMBING EXERCISES 0001Z TO 1000Z DAILY 01,
02, 04, 06 THRU 11, 13 THRU 18, 20 THRU 25
AND 27 THRU 31 OCT IN AREA BETWEEN
36-05N 36-35N AND 124-50E 125-42E.
2. CANCEL THIS MSG 311100Z OCT.

(261055Z SEP 2003)

1665/03(94,95). YELLOW SEA. ORDNANCE.

1. BOMBING EXERCISES 0001Z TO 1000Z DAILY 01,
02, 06 THRU 11, 13 THRU 18, 20 THRU 25
AND 27 THRU 31 OCT IN AREA BETWEEN
34-50N 35-15N AND 124-50E 125-42E.
2. CANCEL THIS MSG 311100Z OCT.

(261110Z SEP 2003)

1666/03(71). STRAIT OF MALACCA. GUNNERY.

1. GUNNERY EXERCISES 0001Z TO 1601Z DAILY
01 THRU 04, 06 THRU 11, 13 THRU 18,
20 THRU 25 AND 27 THRU 31 OCT
IN AREA BOUND BY 04-33N 099-48E,
04-14N 100-17E, 04-53N 100-06E.
2. CANCEL THIS MSG 311701Z OCT.

(261120Z SEP 2003)

1667/03 and 1668/03. CANCELED.

1669/03(63). INDIA-WEST COAST. HAZARDOUS OPERATIONS.

1. HAZARDOUS OPERATIONS 0230Z TO 1230Z DAILY
01 THRU 07 OCT IN AREA BETWEEN
15-13N 15-11N AND 073-57E 073-52E.
2. CANCEL THIS MSG 071330Z OCT.

(261220Z SEP 2003)

1670/03(63). INDIA-WEST COAST. ROCKETS.

1. HAZARDOUS OPERATIONS 1330Z TO 1600Z DAILY 01 AND 02 OCT
WITHIN 75 MILES OF 08-31.9N 076-52.1E.
2. CANCEL THIS MSG 021700Z OCT.

(261225Z SEP 2003)

1671/03(63). INDIA-WEST COAST. HAZARDOUS OPERATIONS.

1. HAZARDOUS OPERATIONS 0230Z TO 1130Z DAILY 01 THRU 07 OCT
WITHIN 25 MILES OF 14-01.0N 074-19.6E.
2. CANCEL THIS MSG 071230Z OCT.

(261235Z SEP 2003)

1672/03(GEN). GPS SATELLITE SYSTEM.

PRN 05 UNUSABLE.

(261518Z SEP 2003)

1673/03 thru 1676/03. CANCELED.

1677/03(94). EAST CHINA SEA.

1. CABLE REPAIR OPERATIONS 30 SEP THRU 04 OCT,
ALTERNATE 05 THRU 07 OCT BY
M/V KDD PACIFIC LINK IN AREA BOUND BY
25-42N 122-20E, 25-30N 122-30E,
25-28N 122-26E, 25-40N 122-16E.
2. CANCEL THIS MSG 08 OCT.

(271255Z SEP 2003)

SECTION III

NM 42/03

1678/03 thru 1682/03. CANCELED.

1683/03(75). BASS STRAIT.

1. CONTAINER ADRIFT IN AREA BETWEEN
39-40S 40-30S AND 145-30E 146-00E
AT 281700Z SEP.
2. CANCEL THIS MSG 06 OCT.

(290203Z SEP 2003)

1684/03 and 1685/03. CANCELED.

1686/03(63). INDIA-EAST COAST.

1. VESSEL NABATARU SUNK VICINITY 20-17.8N 086-43.7E.
TWO PERSONS MISSING. VESSELS IN VICINITY
REQUESTED TO KEEP A SHARP LOOKOUT, ASSIST
IF POSSIBLE. REPORTS TO ANY COASTAL RADIO STATION.
2. CANCEL HYDROPAC 1684/03(61), SIGNAL CEASED.

(290720Z SEP 2003)

1687/03(81). CAROLINE ISLANDS.

- 17 FOOT VESSEL, WHITE HULL, TWO PERSONS ON BOARD,
OVERDUE PALAU ISLAND (06-55N 134-08E) AND RETURN.
VESSELS IN VICINITY REQUESTED TO KEEP A SHARP
LOOKOUT, ASSIST IF POSSIBLE. REPORTS TO RCC GUAM,
TELEX: 392401, PHONE: 671 339 2001, FAX: 671 339 6210.

(290920Z SEP 2003)

1688/03(62). PERSIAN GULF.

1. SEISMIC SURVEY IN PROGRESS UNTIL FURTHER NOTICE
IN AREA BOUND BY 26-18N 051-03E, 26-08N 051-03E,
26-08N 050-55E, 26-18N 050-56E. WIDE BERTH REQUESTED.
2. CANCEL HYDROPAC 1641/03(81,97).

(291630Z SEP 2003)

1689/03 and 1690/03. CANCELED.

1691/03(83). SOUTH PACIFIC. HAZARDOUS OPERATIONS.

1. SATELLITE RE-ENTRY 031030Z TO 031230Z OCT IN AREA
BOUND BY 48-13S 127-52W, 43-44S 140-43W,
39-32S 148-02W, 37-18S 147-17W,
41-30S 139-56W, 46-41S 128-38W.
2. CANCEL THIS MSG 031330Z OCT.

(300620Z SEP 2003)

1692/03(63). ARABIAN SEA.

- DISTRESS SIGNAL RECEIVED ON 406 MHZ IN 13-15N 068-45E
AT 300010Z SEP. VESSELS IN VICINITY REQUESTED
TO KEEP A SHARP LOOKOUT, ASSIST IF POSSIBLE.
REPORTS TO MRCC MUMBAI, FAX: 912 2493 3727.

(300720Z SEP 2003)

1693/03(GEN).

1. HYDROPAC MESSAGES IN FORCE 301100Z SEP 2003. ONLY THOSE
MESSAGES ISSUED DURING THE LAST SIX WEEKS ARE LISTED HEREIN.
2003 SERIES: 1433(93), 1437(57,61), 1456(21,22,83), 1461(81),
1467(61), 1476(93), 1477(95), 1478(94,95), 1479(94,95),
1481(71), 1485(22), 1486(71,72,92), 1495(81), 1498(19,97),
1499(81,91,97), 1505(61), 1510(81), 1514(62), 1515(83),
1517(62), 1518(62), 1519(96), 1523(74), 1540(81), 1542(19,81),
1546(91,93,94), 1552(94), 1553(61), 1556(91,94), 1558(81,97),
1559(71), 1562(63), 1577(93), 1583(62), 1584(62), 1592(63),
1594(63), 1600(94,97), 1616(63), 1620(94,95), 1624(19,81),
1630(63), 1632(19,97), 1635(81), 1642(61), 1644(96), 1645(94),
1646(63), 1648(83), 1649(94,97), 1650(93), 1651(GEN), 1652(63),
1653(63), 1655(29), 1656(22,83), 1657(19,97), 1658(61),
1659(61), 1660(95), 1661(94,95), 1662(95), 1663(94,95),
1664(94,95), 1665(94,95), 1666(71), 1667(63), 1669(63),
1670(63), 1671(63), 1672(GEN), 1676(22), 1677(94), 1683(75),
1686(63), 1687(81), 1688(62), 1689(GEN), 1691(83), 1692(63).
2. THE SUMMARY OF ALL HYDROPAC MESSAGES IN FORCE AS OF 12 DEC 2002
IS GIVEN IN SEC III OF NM 52/02. WARNINGS ISSUED DURING THE
SUBSEQUENT QUARTERS ARE SUMMARIZED IN NM 13/03 AND 26/03.
3. CANCEL HYDROPAC 1227/03, 1405/03, 1416/03, 1417/03,
1418/03, 1633/03.

(301025Z SEP 2003)

1694/03(23,29). SOUTH ATLANTIC. ICE.

1. ICEBERGS REPORTED ON 29 SEP:
 - A. A-38A, 22 MILES BY 48 MILES IN 58-18S 043-12W.
 - B. A-38B, 22 MILES BY 25 MILES IN 57-18S 044-30W.
 - C. A-38C, SEVEN MILES BY 11 MILES IN 55-06S 039-42W.
 - D. A-38D, TWO MILES BY 12 MILES IN 58-00S 039-42W.
 - E. A-43C, 24 MILES BY 41 MILES IN 55-42S 031-00W.
 - F. A-43I, TWO MILES BY 12 MILES IN 59-12S 035-48W.
 - G. A-48, NINE MILES BY TEN MILES IN 57-24S 043-24W.
 - H. A-49, ONE MILE BY TEN MILES IN 63-06S 052-00W.
 - I. A-50, ONE MILE BY TEN MILES IN 59-00S 050-30W.
2. CANCEL THIS MSG 07 OCT.

(301125Z SEP 2003)

1695/03. CANCELED.

1696/03(62). PERSIAN GULF. HAZARDOUS OPERATIONS.

1. HAZARDOUS OPERATIONS 040430Z TO 041430Z,
050900Z TO 051430Z AND 0630Z TO 1430Z
DAILY 08 AND 09 OCT IN AREA BOUND BY
27-50N 049-36E, 27-26N 049-51E,
27-27N 050-27E, 27-37N 050-22E,
27-51N 049-52E.
2. CANCEL THIS MSG 091530Z OCT.

(301430Z SEP 2003)

1697/03(61). INDIAN OCEAN.

1. UNDERWATER OPERATIONS:
 - A. IN PROGRESS UNTIL 312359Z DEC
IN AREA BETWEEN
09-00S 13-00S AND 070-00E 073-00E.
 - B. 020800Z TO 050800Z OCT
WITHIN 60 MILES OF 04-30S 075-30E.
2. CANCEL HYDROPAC 1659/03.
3. CANCEL THIS MSG 010059Z JAN 04.

(010650Z OCT 2003)

1698/03(22). SOUTH PACIFIC. CHILE.

15 METER VESSEL RIO TUTUVEN, WHITE HULL, UNREPORTED TO
PUERTO CORRAL (39-52S 073-26W). VESSELS IN VICINITY
REQUESTED TO KEEP A SHARP LOOKOUT, ASSIST IF POSSIBLE.
REPORTS TO ANY COASTAL RADIO STATION.

(010810Z OCT 2003)

1699/03(63). INDIA-EAST COAST.

CHART 63280 (3RD ED).
VADAREVU LIGHT, FL (2) 15 SEC, ESTABLISHED IN 15-48N 080-25E.

(010820Z OCT 2003)

1700/03(62). PERSIAN GULF. SAUDI ARABIA.

- CHART 62455 (7TH ED).
1. RACON (D) ESTABLISHED AT AL JURAYD 27-11.7N 049-57.4E.
RACON AT FAIRWAY BUOY 27-18.8N 050-03.0E REMOVED.
 2. CANCEL HYDROPAC 146/02.

(010840Z OCT 2003)

1701/03 and 1702/03. CANCELED.

MARAD ADVISORIES

MARAD ADVISORIES rapidly disseminate information on government policy, danger and safety issues pertaining to vessel operations and other timely maritime matters. They are periodically issued by the U.S. Maritime Administration (MARAD) to vessel masters, operators, and other U.S. maritime interests.

The text of all in-force MARAD ADVISORIES may be obtained by accessing the NIMA Maritime Safety Information website (http://164.214.12.145/warn/warn_j_query.html), by referring to Section I (paragraph 50) of US Notice to Mariners 1/03 for those in-force as of 19 December 2002, or by contacting the Maritime Administration Office of Ship Operations, Code MAR-613, Room 2123, 400 Seventh Street S.W., Washington DC 20590, Telephone (202) 366-5735, FAX (202) 366-3954, TLX II 710-822-9426 (MARAD DOT WSH).

MARAD ADVISORIES in force 2 October 2003: 00-7, 01-1, 01-7, 02-2, 02-5, 02-7 and 03-4.

SPECIAL WARNINGS

SPECIAL WARNINGS, primarily intended to announce official government proclamations affecting shipping, are broadcast as needed. They are numbered consecutively and further promulgated in the Notice to Mariners.

The text of all in-force SPECIAL WARNINGS may be obtained by accessing the NIMA Maritime Safety Information website (http://164.214.12.145/warn/warn_j_query.html) or by referring to Section I (paragraph 7) of US Notice to Mariners 1/03 for those in-force as of 19 December 2002 and in Notice to Mariners 14/03.

SPECIAL WARNINGS in force 2 October 2003: 1, 29, 77, 81, 82, 89, 92, 95, 107, 108, 111, 113, 114, 115, 116, 117, 118, 119, 120 and 121.

MARINE INFORMATION**NEW EDITION OF SUMMARY OF CORRECTIONS**

Summary of Corrections for the World and Ocean Basin Charts, U.S. Coast Pilots, Sailing Directions and other publications, Volume 5, 2003 Edition, is ready for issue. This publication has been corrected to 19 July 2003, including Notice to Mariners No. 29 of 2003.

This edition is produced by NIMA in digital format only, available on CD-ROM and includes the digital chart correction graphics in their full original color.

Customers requiring paper versions of NIMA products may purchase them through the U.S. Government Printing Office (GPO) Superintendent of Documents. The NIMA point of contact for this effort is Mr. Adam Veracka (301)227-3173.

NEW EDITION OF LIST OF LIGHTS

Pub. 115, 2003 Edition, List of Lights, Radio Aids and Fog Signals for Norway, Iceland and Arctic Ocean, is ready for issue.

This edition contains information available to the National Imagery and Mapping Agency (NIMA) up to 9 August 2003, including Notice to Mariners No. 32 of 2003.

Corrections subsequent to the above effective date, up to and including Notice to Mariners No. 42 of 2003, are contained in Section II of this Notice.

In the interval between new editions, corrective information affecting this publication will be published in the Notice to Mariners and must be applied in order to keep this publication current.

Note: Copies of the above publication may be obtained from the Government Printing Office (GPO).

MARINE INFORMATION REPORT AND SUGGESTION SHEET INSTRUCTIONS

We value your suggestions to improve our products. The Marine Information Report and Suggestion Sheet is provided for users to submit corrective information. Please be complete and accurate in your description/suggestion and include the information as detailed below:

Observer: name(s) of person(s) making observation and rank, rate or title.

Ship/Organization: name of vessel or organization.

Address: complete mailing address. Also include telephone number, fax, and/or e-mail address, if available, in case clarification is required.

Date of Observation: day, month and year at which the observation was made.

Time of Observation: local time at which the observation was made.

Latitude/Longitude: exact position of the observation expressed as accurately as possible.

Datum: horizontal datum to which the observed position is referred (e.g. WGS, NAD83, local foreign datum, etc.).

Navigation System: method used to determine the position of the observation (e.g. radar, GPS, Loran, etc.).

Include details about the equipment used, if deemed pertinent.

Verified by Navigator: indicate whether observation was verified by navigator.

Product(s) Affected: product number(s) and/or name(s) to which the observation applies (e.g. Chart 62400, Sailing Directions Pub. 127, etc.).

Edition: edition number and/or year of affected product.

Latest correction applied: the latest Notice to Mariners to which your copy of affected product has been corrected.

Sounding sensor or method used: equipment or method used to collect soundings. When reporting soundings, please provide an annotated echogram, if available, for verification.

Soundings corrected for draft: indicate whether soundings have been corrected for vessel's draft. If not, please include observed draft along with the details of information reported.

Details of Information Reported: use this space to provide details of the observation/suggestion. When referring to a charted feature, please describe it exactly as it appears on the chart. When referring to a publication, please indicate page number(s) and line number(s) or station number(s) as applicable. Use additional sheets as necessary and include diagrams, photocopies of the product(s) involved and/or photographs to describe observations in greater detail. If possible, include the designation, point of contact, telephone number, fax number and/or e-mail address of the local port authority to enable NIMA to update our records and obtain additional or later information.

User Feedback: use this space to provide feedback and suggestions for improving NIMA's products and services.

Please detach, fold and mail the pre-addressed form and include any other relevant material or supporting information.

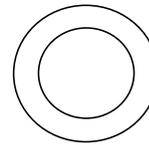
Reports which present an immediate hazard to navigation should be sent to the nearest NAVAREA Coordinator via coast radio stations. In general, these hazards would include major aids to navigation anomalies, discovery of obstructions or shoals with depths of less than 30 meters, floating dangers to shipping, and any situation deemed critical to safety of life at sea. For further information consult Notice to Mariners No. 1, paragraph 44 (Worldwide Navigational Warnings Service).

Due to the large volume of information received, NIMA cannot acknowledge receipt of every report. Some reports containing useful data are filed for use in the compilation of the next edition of the affected product. Others confirm or clarify previously reported information. Echogram traces are digitized and become part of NIMA's Bathymetric Data Base. Acknowledgment is made by inclusion in the Observer's List of the Notice to Mariners (page ii), or in some cases by letter from the Agency involved.

For additional information about various Hydrographic Reports, consult The American Practical Navigator (Chapter 30).



**MARITIME SAFETY INFORMATION DIVISION
ST D44
NATIONAL IMAGERY AND MAPPING AGENCY
4600 SANGAMORE ROAD
BETHESDA MD 20816-5003**



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ARCTIC MARITIME SAFETY INFORMATION REPORT SHEET

Observer _____

Ship/Organization _____

Phone _____ Email Address _____

Describe Hazard (e.g. dredge, buoy, current meter, operations): _____

Depth water column is occupied (e.g. "bottom to surface", "surface to 500m"): _____

Date of Insertion _____ Date of Removal _____

If observed, Date _____ Time (Local) _____

Latitude _____ Longitude _____ Datum _____

Navigation System _____ Verified by Navigator: Yes _____ No _____

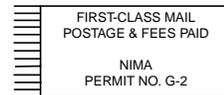
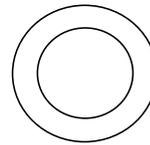
Sounding sensor or method used _____

Sounding(s) corrected for draft: Yes _____ No _____

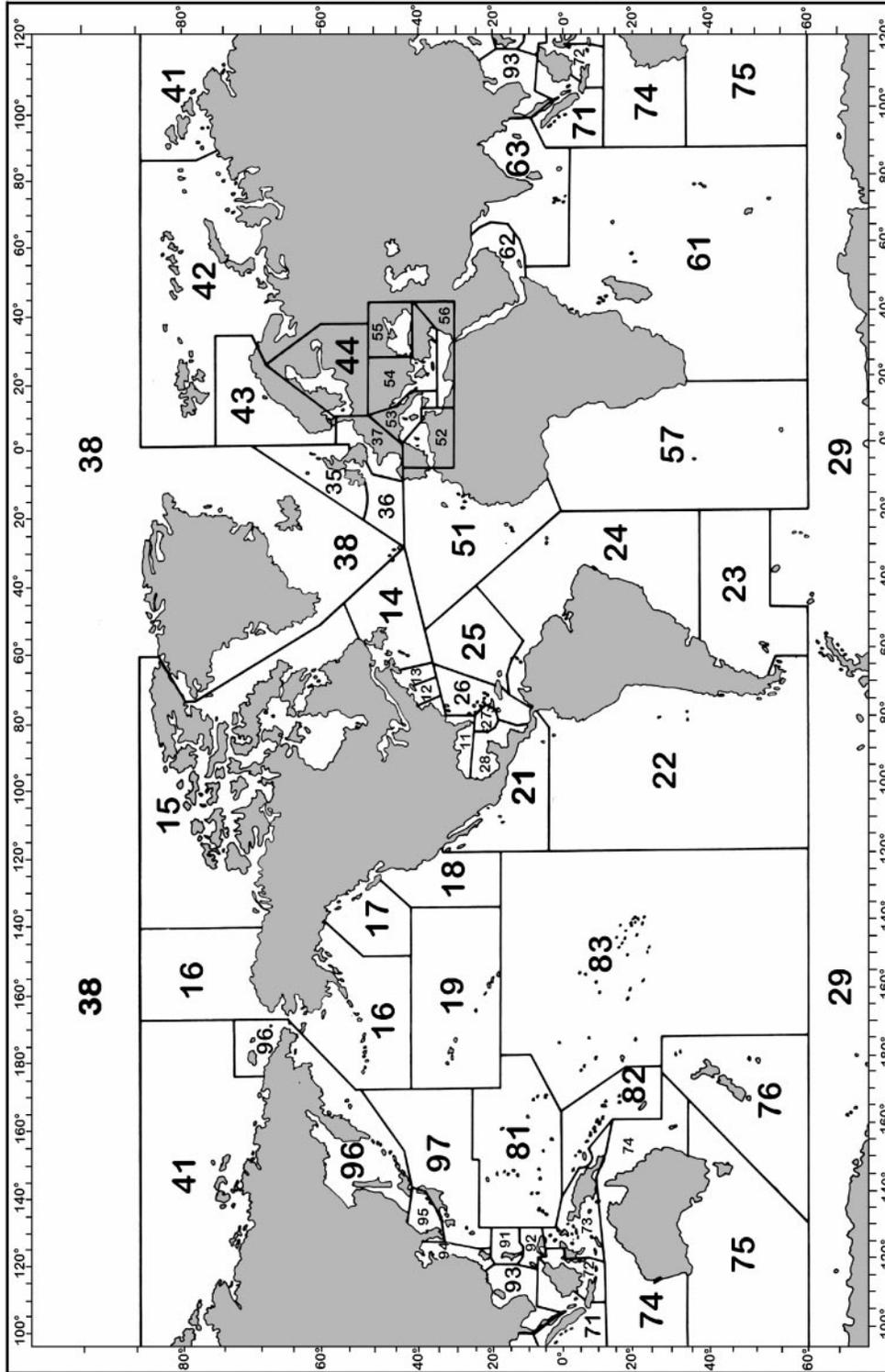
Details of Information Reported (continue on additional sheets as necessary): _____



**MARITIME SAFETY INFORMATION DIVISION
ST D44
NATIONAL IMAGERY AND MAPPING AGENCY
4600 SANGAMORE ROAD
BETHESDA MD 20816-5003**



GEOGRAPHIC LOCATOR



For chart numbering purposes, the world is divided into nine regions, each corresponding to the geographic limits of one of the nine regions in the NIMA Catalog of Maps, Charts, and Related Products, Part 2-Hydrographic Products, Volume 1. Each Region is further subdivided into the numbered Subregions in the above graphic. The first two digits of all five-digit chart numbers indicate the geographic subregion to which the chart pertains. Users can locate corrections in this Notice for charts of their immediate interest by determining the two-digit Subregion number of the pertinent geographic area, and then turning to the page or pages that list the chart numbers beginning with those two digits.

AFTER 5 DAYS RETURN TO

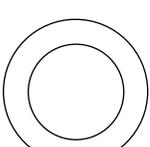
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